

APPROVED

May 20, 2008

Michigan State Administrative Board

Lansing, Michigan

May 6, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, May 6, 2008, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Brandon Hofmeister, Deputy Legal Counsel, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Myron Frierson, Bureau Director, Finance and Administration, representing Kirk T. Steudle, Director, Department of Transportation
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

Diane Quintero, Mike Scieszka, Department of Information Technology; James Burris, Elise Lancaster, Janet Rouse, Department of Management and Budget; Esther Herring, Amy Willing, Department of Transportation; Joe Fielek, Tom Saxton, Department of Treasury; John Walter, Office of the Chief Compliance Officer; Wayne Workman, R. W. Baird; James Bliss, Koster So, Dickenson Wright; Jim Krefer, Ann Fillingham, Dykema Gossett

1. CALL TO ORDER:

Mr. Keenan called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. Wolenberg moved that the minutes of the regular meeting of April 15, 2008, and the special meeting of April 23, 2008, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

- 1) Correspondence from Jon M. Braeutigam, Department of Treasury, with the attached summary and detail investment holding reports for the Veterans' Benefit Trust Fund for the quarter ending March 31, 2008 and a report of investment transactions for the quarter ending March 31, 2008, in accordance with a resolution adopted by the State Administrative Board
- 2) Report by the Chief Compliance Officer of the Michigan Strategic Fund for the Second Quarter of 2008

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

CITY OF DETROIT, Fire Department (Arson Section), 05/06/2008

MICHIGAN TECHNOLOGICAL UNIVERSITY, Controller's Office,
05/06/2008

CIVIL SERVICE COMMISSION, Office of Classifications and
Selections, 05/06/2008

DEPARTMENT OF CIVIL SERVICE, Employee Benefits Division,
05/06/2008

DEPARTMENT OF COMMUNITY HEALTH,
Licensing Division, 05/06/2008
Bureau of Family, Maternal and Child Health, Women, Infants,
and Children (WIC) Division, 05/06/2008

Mr. Pavona moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

May 6, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **April 29, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Mike Scieszka,
Department of Human Services; Sherry Bond, James Burris, Cindy
Collins, Elise Lancaster, Janet Rouse, Department of Management
and Budget; Kris Squibb, Department of Natural Resources; Rick
Dolan, Department of Transportation

The Building Committee regular agenda was presented.

Following discussion, Mr. Keenan moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Herzig, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

April 29, 2008 / May 6, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, KALAMAZOO –
Kalamazoo Armory – Renovations
File No. 511/07198.CAK – Index No. 13959
Low Responsive Bidder: Beckering Advisor, Inc., Grand Rapids; \$661,356.00

Purpose/Business Case

The purpose of this contract is to upgrade the existing HVAC and electrical systems to meet current codes and to be energy efficient, to renovate the existing toilet rooms to meet current codes and accessibility standards, and provide an administrative addition to the Kalamazoo Armory.

Benefit

The State will benefit by bringing the current facility up to current codes and accessibility standards, and meeting current DMVA standards.

Funding Source

100% Federal Funds

Commitment

The contract cost is fixed based on competitive bids from the contractors.

Risk Assessment

Failure to approve this contract will result in the continued use of the inefficient, non-accessible facility, the potential loss of federal funding for the construction and the DMVA being left with an outdated facility that does not meet the current needs of its users.

Zip Code

49009

2. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - Michigan
Library and Historical Museum - Roof Replacement and Re-Caulking Metal Wall
Panel System
File No. 071/06098.MNB - Index No. 53225
Low Responsive Bidder: CEI Michigan, LLC, Howell; \$1,059,300.00

Purpose/Business Case

The purpose of this contract is to remove and replace the roof and caulk the wall panels to stop water leaks into the building.

Benefit

The State will benefit by stopping the current water leaks into the Michigan Library and Historical Museum.

Funding Source

100% State Building Authority Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in the continuation of water leaks into the building damaging its contents of books and artifacts.

Zip Code

48909

3. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - Michigan Library and Historical Museum - North Entry Granite Repair, East and West Terrace Repairs and Barrier Free Parking Replacement
File No. 071/05265.MNB - Index Nos. 53160 & 44121
Low Responsive Bidder: Bornor Restoration Inc., Lansing; \$303,600.00

Purpose/Business Case

The purpose of this contract is to remove and replace the cracked concrete pavers at the handicapped- parking, North and South entrances, and East and West terraces.

Benefit

The State will benefit by ensuring a safe walking surface for Library visitors in the parking lot for the handicapped.

Funding Source

51% State Building Authority Funds; 49% Agency Operating Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in the continued potential for trip and fall hazards at this facility.

Zip Code

48909

4. DEPARTMENT OF ENVIRONMENTAL QUALITY, QUINCY – Butler Motor Speedway Site – Disposal of AST's, Soil Excavation and Site Restoration
File No. 761/07243.RRD - Index No. 44501
Low Responsive Bidder: Terra Contracting, LLC, Kalamazoo; \$281,237.00

Purpose/Business Case

The purpose of this contract is to remove two aboveground storage tanks (AST's) and their contents, excavate contaminated soil in pits and a swamp area, provide daily maintenance of an access road, upgrade the access road and restore the site. The site is a dirt track raceway built around 1947. Some of the oil used to oil the track was disposed by a former track owner into four pits and the AST's. Preliminary investigation indicated presence of high concentrations of polychlorinated byphenyls (PCB), petroleum hydrocarbons and heavy metals at the site. The contract will remove the AST's and identified contaminated soil.

Benefit

The State will benefit by removing the source of contamination and abating the environmental health hazard to protect the public and the environment.

Funding Source

100% Clean Michigan Initiative (CMI)

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in violating the environmental regulations and risking exacerbation of health hazard to the public due to the spread of contamination.

Zip Code

49082

5. DEPARTMENT OF ENVIRONMENTAL QUALITY, KINGSLEY – Hoeflin's
Service Station Site – Excavation and Off-Site Disposal of Contaminated Soil and
Site Restoration
File No. 761/08121.RRD - Index No. 44301
Low Responsive Bidder: Elmer's Crane & Dozer, Inc., Traverse City;
\$317,347.46

Purpose/Business Case

The purpose of this contract is to excavate and remove contaminated soil and groundwater from the site and conduct roadbed demolition and restore the site. The site is a former gas station. Preliminary investigation indicated presence of petroleum free product and petroleum hydrocarbons in the site's soil and groundwater. The contract will remove identified contaminated soil and groundwater from the site.

Benefit

The State will benefit by removing the source of contamination and abating the environmental health hazard to protect the public and the environment.

Funding Source

100% Refined Petroleum Fund (RPF)

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract could result in violating the environmental regulations and risking the exacerbation of health hazards to the public due to the spread of contamination.

Zip Code

49649

REVISIONS TO CONSTRUCTION CONTRACTS

6. DEPARTMENT OF NATURAL RESOURCES, CHEBOYGAN – Cheboygan Lock & Dam – Lock & Dam Repairs
File No. 751/03476.HRB – Index No. 99016
Morrish-Wallace Construction, Inc., dba/Ryba Marine Construction, Cheboygan;
CCO No. 2, Incr. \$25,284.60

Purpose/Business Case

The purpose of this change order is to provide for galvanizing all steel structural framework for the lamprey trap, site modifications, and repair of the lift gate frames.

Benefit

The State will benefit by ensuring operable conditions for the flood gates.

Funding Source

100% Restricted Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC.

Risk Assessment

Failure to approve this change order risks failure of the flood gates opening in emergency flood conditions.

Zip Code

49721

7. DEPARTMENT OF ENVIRONMENTAL QUALITY, MUSKEGON – Zephyr Noth Sol Refinery – Installation & Operation of Groundwater and Free Product Collection System
File No. 761/98333.AGY – Index No. 44901
Superior Environmental Corporation, Marne; CCO No. 17, Incr. \$358,613.81

Purpose/Business Case

The purpose of this change order is to provide additional operation and maintenance services of the remediation system including system performance monitoring and data evaluation. The contract will be extended for 353 calendar days to perform the additional services. The widespread extent of contamination warranted a need for the additional services.

Benefit

The contract change order will allow the contractor to perform the needed maintenance services and make the remediation system more effective in abating the environmental hazard at the site.

Funding Source

100% Clean Michigan Initiative (CMI)

Commitment

The change order cost is fixed actual cost provided by the construction contractor in response to a bulletin provided by the agency. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this change order may result in the Agency being forced to shut down the remediation system and therefore may violate environmental regulations. The contaminated materials at the site present health and safety hazards to the public.

Zip Code

49443

8. DEPARTMENT OF ENVIRONMENTAL QUALITY, BALDWIN – Wash King Laundry Site – O&M of Groundwater and Soil Vapor Extraction Treatment System

File No. 761/06037.RRD – Index No. 44081

Lakeshore Environmental, Inc., Grand Haven; CCO No. 3, Incr. \$152,740.00

Purpose/Business Case

The purpose of this change order is to extend operation and maintenance services of the groundwater and soil vapor extraction (SVE) system. The change will allow the continuous operation and maintenance of the remediation system without interruption. The continuous operation of the remediation system is necessary to comply with the environmental regulations.

Benefit

The contract change order will allow the contractor to perform the needed maintenance services without a prolonged system shut down.

Funding Source

90% Federal Funds; 10% Clean Michigan Initiative (CMI)

Commitment

The change order cost is a fixed actual cost provided by the construction contractor in response to a bulletin provided by the agency. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this change order may force the agency to shut down the remediation system and therefore may violate environmental regulations. The contaminated materials at the site present health and safety hazards to the public.

Zip Code

49304

9. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, SHIAWASSEE COUNTY – Shiawassee County Readiness Center – Construction of New Readiness Center
File No. 511/04162.JNS – Index Nos. 11554 & 11557
L.A. Construction Corporation, Flushing; CCO No. 7, Incr. \$26,442.92

Purpose/Business Case:

Major items within this change order include a revision in the contractor's price for asphalt paving due to unforeseen construction delays and significant increases in the cost for asphalt that occurred after paving was originally scheduled to be completed, and the addition of a pump at the under drain pump station with this pump station being added as a result of unforeseen site and groundwater conditions. In addition, this change order deletes electrical work that had been added under change order No. 5 due to an initial interpretation of the State of Michigan Electrical Inspector scope of work which was later determined to be incorrect, and makes a minor change to flooring in the building vestibules as requested by the Department of Military and Veterans Affairs.

Benefit

Asphalt paving for drives and parking areas is necessary to provide a suitable and maintainable access into the facility that will hold up to heavy traffic loads from military equipment. The pump being added to the under drain pump station is required to provide a permanent means of pumping excessive ground water from around the building foundations and from below paved areas to the storm system to avoid moisture infiltration into the building and premature failure of paving systems. These changes will complete the new Shiawassee Readiness Center.

Funding Source

75% State Funds (Military Construction Fund); 25% Federal Funds

Commitment

These change order costs are actual fixed costs provided by the contractor in response to a bulletin provided by DMVA. The amount of the change order is within the Federal guidelines.

Risk Assessment

Failure to approve this change order results in drives and parking areas not be suitable for traffic loads provided by heavy military equipment, the site will remain wet due to excessive ground water conditions and lack of adequate drainage and premature failure of paving in drives and parking areas. Excessive ground water could also infiltrate into the building resulting in damage to building finishes, possible mold growth and possible health effects to building occupants. Lack of paving and the wet conditions from excessive groundwater would not allow the new Shiawassee Readiness Center to operate under its intended use.

Zip Code

48817

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

10. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GWINN - Addendum #1 to Lease #11064 approved by the State Administrative Board on November 16, 2004, Item #9, between KI Processing, LLC, a Limited Liability Company, 413 First Street, Gwinn, Michigan 49841, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Military and Veterans Affairs, as Lessee, for 1,452 square feet of office space, and 200 square feet of cold storage space, located at 413 First Street, Building 511, Gwinn, Michigan 49841. This Addendum provides for extending the lease term one year with an increase in the rental rate, adding two three-year renewal options, and adding the cold storage space at no cost to the Lessee. The annual per square foot rental rate is \$10.74 (\$1,300.00 per month). This Lease contains two, three-year renewal options with an annual per square foot rental rate of \$12.39 (\$1,500.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 60-days notice. The Attorney General has approved this lease as to legal form.

Purpose/Business Case

This Addendum provides for extending the existing Lease term, adding renewal options, and the cold storage space. The Department of Military Veterans Affairs uses this space for the National Guard Bureau manager/counselor.

Benefit

This Addendum allows the Department to remain at the current location and to continue meeting their program needs. The rental rate is within the market rate.

Funding Source

100% Federal

Commitment Level

One year plus two three-year options; however, this Lease contains a Standard cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from continuing to provide uninterrupted service and could possibly bring about increased costs if they are required to relocate.

Zip Code

49841

RENEWAL LEASE FOR PRIVATE PROPERTY

11. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, LANSING - Renewal of Lease #10573-2008 effective September 1, 2008, through August 30, 2013, with K & H South Washington, Inc., a Michigan Corporation, 1375 South Washington Avenue, Suite 100, Lansing, Michigan 48910, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Lessee, for 5,204 square feet of

office space located at 1375 South Washington Avenue, Suite 200, Lansing, Michigan 48910. The annual per square foot rental rate for this space is \$17.25 (\$7,480.75 per month). This rate does not include replacement of tubes and bulbs. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$18.97 (\$8,226.66 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The space is utilized by the Department of Labor and Economic Growth and continues to meet their operational needs. The expiring lease did not contain any renewal options; therefore a new Lease is needed.

Benefit

The benefit of this new Lease is that it allows the agency to remain at the established location and avoid relocation costs. The rental rate is within the current market rate.

Funding Source

100% Restricted Funds

Commitment Level

Five years with one five year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service, and could possibly result in increased costs if the agency is forced to relocate the office.

Zip Code

48910

NEW LEASE FOR PRIVATE PROPERTY

12. DEPARTMENT OF STATE, HIGHLAND - New Lease #11334-2007 effective October 1, 2008, through September 30, 2018, with Nancy A. Hollis, a Married Woman, 13676 Holtforth, Fenton, Michigan 48430, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 5,151 square feet of office space located at 672 North Milford Road, Highland, Michigan 48356. The annual per square foot rental rate for this space is \$16.50 (\$7,082.63 per month). Effective October 1, 2013, through September 30, 2018, the annual per square foot rental rate for this space is \$18.50 (\$7,941.13 per month). This is a full service Lease. This Lease contains a five-year renewal option with an annual per square foot rental rate of \$20.50 (\$8,799.63 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The purpose of this new lease is to provide the Department with an appropriate sized office to provide better service to the customers of Oakland County. This will become a

plus office and will benefit the customers by bringing additional services to the area. The rental rate is within the current market rate for comparable space in this sub-market.

Benefit

Approval of this lease will allow the Department to properly provide clientele services in adequate office space by offering additional services to the area.

Funding Source

73% Restricted Funds; 27% General Fund

Commitment Level

Ten years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing services to the citizens of the surrounding area and from meeting the requirements of the Motor Vehicle Code.

Zip Code

48356

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Ms. MacDowell presented the Building Committee Report for the regular meeting of April 29, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held April 29, 2008, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

May 6, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **April 29, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Walt Herzig, Lt. Governor's Office; Mike Scieszka, Department
of Human Services; Sherry Bond, James Burris, Elise Lancaster,
Janet Rouse, Department of Management and Budget; Kris Squibb,
Department of Natural Resources; Rick Dolan Department of
Transportation

The Finance and Claims Committee regular and supplemental agendas were
presented.

Following discussion, Ms. Lopez moved that the regular and supplemental
agendas be recommended to the State Administrative Board for approval
with Item 13(2) contingent upon receipt of corrected bid tab backup;
Items 6(1), 15(1), and 35(1) withdrawn; and regarding Item 17(1), the
purchase of this equipment is based on the "option to purchase clause"
in the original agreement for rental of the equipment and this equipment
was originally competitively bid. The motion was supported by Mr. Keenan
and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

4/25/08 9:25 version

FINANCE AND CLAIMS COMMITTEE

April 29, 2008, 11:00 a.m.

Lake Superior Room

1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

May 6, 2008, 11:00 a.m.

Lake Superior Room

1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF ATTORNEY GENERAL

- 1) Blue Ridge Consulting
Services, Inc.
Greenville, SC

NOT TO EXCEED
\$ 30,453.00 (20 months)
FY08-10 100% General Funds
New Expert Witness contract In
the matter of Consumer Energy's
request for natural gas rate
relief and other related relief
for the Tobacco & Special
Litigation Division

2. DEPARTMENT OF COMMUNITY HEALTH

- 1) Downriver Community Services
New Haven Medical Center
New Haven, MI

\$ 127,800.00 Amendment
\$ 283,600.00 New Total
FY08 100% Federal
Additional funding for one-year
grant agreement to provide
nutrition education, supple-
mental foods, breastfeeding
promotion and support to
postpartum women, infants and
children up to the age of 5,
who have nutrition related
health problems

2. DEPARTMENT OF COMMUNITY HEALTH continued

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|----|--|---|
| 2) | American Cancer Society
Atlanta, GA | \$ 215,000.00 Amendment
\$ 900,000.00 New Total
FY08 74% State Restricted
26% Federal
Additional funding for one-year
grant agreement to provide a
smoking cessation telephone
counseling program and nicotine
replacement therapy disbursal
system |
| 3) | Kent County EMS Medical
Control Authority
Grand Rapids, MI | \$ 149,694.00 Amendment
\$ 1,372,949.00 New Total
FY08 100% Federal
Additional funding for one-year
grant agreement to provide
funding for regional medical
bio-defense networks |
| 4) | Kalamazoo Medical Control
Authority
Kalamazoo, MI | \$ 652,556.00 Amendment
\$ 3,587,709.00 New Total
FY08 100% Federal
Additional funding for one-year
grant agreement to provide
funding for regional medical
bio-defense networks |
| 5) | MHA Center for Health
Resources
Flint, MI | \$ 205,499.00 Amendment
\$ 1,316,983.00 New Total
FY08 100% Federal
Additional funding for one-year
grant agreement to provide
funding for regional medical
bio-defense networks |
| 6) | Tri-County Emergency Medical
Control Authority
Lansing, MI | \$ 84,090.00 Amendment
\$ 1,130,039.00 New Total
FY08 100% Federal
Additional funding for one-year
grant agreement to provide
funding for regional medical
bio-defense networks |

2. DEPARTMENT OF COMMUNITY HEALTH continued

- 7) Tri-Hospital EMS - St. Clair \$ 43,818.00 Amendment
County MCA \$ 1,642,567.00 New Total
Port Huron, MI **FY08** 100% Federal
Additional funding for one-year
grant agreement to provide
funding for regional medical
bio-defense networks
- 8) DYNs Services, Inc. \$ 59,105.00 Amendment
Holt, MI \$ 139,881.00 New Total
FY08 100% Federal
Additional funding and five-
month extension of the grant
agreement to provide deployment
of a Homeless Management
Information System to all the
MDCH housing grant providers
- 9) Various Vendors \$ 30,200.00 Amendment
(Listing on file) \$110,564,695.00 New Total
FY08 30.31% State GF
3.5% State Restricted
66.19% Federal
Additional funds for one-year
grant agreement that will set
forth a joint cooperative
effort facilitating the
delivery of health services to
citizens of the state with
local health departments
- 10) Western Michigan University \$ 27,932.00 Amendment
Kalamazoo, MI \$ 331,313.00 New Total
FY08 74.95% Federal
13.63% State GF 11.42% Local
Additional funds for one-year
grant agreement to provide
various community health
projects

2. DEPARTMENT OF COMMUNITY HEALTH continued

11)	Henry Ford Health System Detroit, MI	\$ 123,994.00 Amendment \$ 7,435,889.00 New Total FY08 93.88% Federal 5.87% State GF 0.25% Local Additional funds for one-year grant agreement to provide various community health projects
12)	Michigan State University East Lansing, MI	\$ 336,737.00 Amendment \$ 6,738,085.00 New Total FY08 65.7% Federal 12.7% State GF 0.2% State Restricted 21.4% Local Additional funds for one-year grant agreement to provide various community health projects
13)	Regents of the University of Michigan Ann Arbor, MI	\$ 778,155.00 Amendment \$ 8,506,356.00 New Total FY08 56.58% Federal 7.58% State GF 6.12% State Restricted 29.72% Local Additional funds for one-year grant agreement to provide various community health projects
14)	Michigan Public Health Institute Okemos, MI	\$ 421,961.00 Amendment \$ 30,327,328.00 New Total FY08 61.54% Federal 26.62% State GF 9.63% State Restricted 1.69% Fees Other State Funds 0.52% Local Additional funds for one-year grant agreement to provide various community health projects

2. DEPARTMENT OF COMMUNITY HEALTH continued

15) Various Vendors (Listing on file)	\$ 86,931.00 Amendment \$ 92,641,752.00 New Total FY08 73.2% Federal 24.3% State GF 2.5% State Restricted Additional funds for one-year grant agreement to administer and purchase substance abuse treatment and prevention services for Michigan residents
16) Various Vendors (Listing on file)	\$ 2,512,634.00 Amendment \$119,437,307.00 New Total FY08 56.59% Federal 43.41% State GF Additional funding for one-year grant agreement to provide funding for Home and Community based services for the elderly and disabled waiver program as an option to institutional- ization in nursing facilities
17) Council of Michigan Foundations Detroit, MI	\$ 51,300.00 Total FY08 51.27% Federal 48.73% Local Five-month grant agreement to provide funding for substance use prevention activities
18) Vivian Roeder Williamston, MI	\$ 33,940.00 Amendment \$ 58,690.00 New Total FY08 42% State Restricted 58% State GF Addition funds and five-month extension of the agreement to provide research and policy analysis to the Michigan Primary Care Consortium

3. DEPARTMENT OF CORRECTIONS

- | | | |
|----|--|---|
| 1) | Operation Get Down, Inc.
Detroit, MI | \$ 50,000.00 Amendment
\$ 2,377,394.00 New Total
FY08-09 100% General Fund
Additional funds to provide
residential services to
prisoners, parolees and
probationers |
| 2) | Salvation Army Harbor Light
Detroit, MI | \$ 40,000.00 Amendment
\$ 535,000.00 New Total
FY08 100% General Fund
Additional funds to provide
outpatient substance abuse
treatment to prisoners,
parolees and probationers |
| 3) | Michael Mooney dba Choices
Counseling Center
Roseville, MI | \$ 100,000.00 Amendment
\$ 554,750.00 New Total
FY08-09 100% General Fund
Additional funds to provide
outpatient substance abuse
treatment services to
prisoners, parolees and
probationers |
| 4) | Elmhurst Home, Inc.
Detroit, MI | \$ 90,000.00 Amendment
\$ 270,000.00 New Total
FY08-09 100% General Fund
Additional funds to provide
outpatient substance abuse
treatment services to
prisoners, parolees and
probationers |
| 5) | Jetco Packaging
Caledonia, MI | \$ 465,953.00 Total
FY08-11 100% Revolving Fund
Three-year contract to provide
sheeting fabric for Michigan
State Industries |

3. DEPARTMENT OF CORRECTIONS continued

- 6) Insight
Flint, MI \$ 11,000.00 Amendment
\$ 35,500.00 New Total
FY08 100% Restricted Fund
Additional funds to provide sex
offender counseling to
probationers in Ingham County
- 7) Majestic Foods, Inc.
Grayslake, IL \$ 196,310.40 Total
FY08-09 100% Revolving Fund
Six-month purchase order to
provide orange juice for
Michigan State Industries
- 8) STAY, PLLC
Ann Arbor, MI \$ 5,000.00 Amendment
\$ 29,900.00 New Total
FY08 100% Restricted Fund
Additional funds to provide sex
offender counseling services to
parolees and probationers in
Livingston County
- 9) Saginaw Psychological
Services
Saginaw, MI \$ 60,000.00 Amendment
\$ 1,671,803.00 New Total
FY08-09 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers

4. DEPARTMENT OF EDUCATION

- 1) Harvey A. Olds, M.D.
Flint, MI \$ 50,000.00 Total
FY08-12 30% Restricted Funds
70% Federal Funds
Medical Services at the
Michigan School for the Deaf

5. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Ducks Unlimited, Inc.
Ann Arbor, MI \$ 121,264.00 Total
FY08 100% Federal Funds
Wetland monitoring and
assessment

6. DEPARTMENT OF HISTORY, ARTS AND LIBRARIES

1) Grand Traverse Resort
Acme, MI

NOT TO EXCEED
\$ 70,000.00 Total
FY08 60% Federal Funds
40 % Restricted Funds
Conference facility for the
2009 Rural Libraries Conference

Withdrawn

7. DEPARTMENT OF HUMAN SERVICES

1) Muskegon Community
Health Project
Muskegon, MI

\$ 24,999.82 Amendment
\$ 164,999.82 New Total
FY08 21% General Funds
79% Federal Funds
Additional funds for the Food
Stamp Outreach project in
Muskegon County

2) Various
(Listing on file)

\$ 19,100,000.00 Total
FY08 50% Federal
50% State Restricted
Five-month grant to provide
heat and electric assistance

3) Lutheran Child & Family
Service
Kentwood, MI

\$ 40,536.00 Amendment
\$ 603,636.00 New Total
FY08-10 100% Federal
Additional funds for Early
Impact Prevention services

4) Harbor Hall
Petoskey, MI

NOT TO EXCEED
\$ 155,799.00 Total
FY08-10 100% Federal
Two-year, five-month contract
for assessment and treatment of
substance abuse

5) Central Michigan District
Health Department
Mt. Pleasant, MI

\$ 25,028.00 Amendment
\$ 199,511.00 New Total
FY08-10 100% Federal
Additional funds for the Home
Visitor Program

7. DEPARTMENT OF HUMAN SERVICES continued

6)	Mona Keeley Clare, MI	NOT TO EXCEED \$ 49,507.00 Total FY08-10 100% Federal Two-year, five-month contract for Family Support Program
----	--------------------------	---

8. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1)	Various Grant Recipients Statewide Workforce Development Boards (Listing on file)	\$173,838,382.00 Total FY08-09 100% Federal Funds Annual federal WIA formula funding to be allocated to the Grantees to provide employment and training activities for Adult, Dislocated Workers and Youth programs as part of the One-Stop system
2)	Various Grant Recipients Statewide Workforce Development Boards (Listing on file)	\$ 212,000.00 Amendment \$105,150,264.00 New Total FY08 100% Federal Funds Grantees will receive additional federal TANF funding that will enable them to continue providing employment - related supportive services to Jobs, Education and Training (JET) program participants
3)	Michigan Disability Rights Coalition East Lansing, MI	\$ 489,384.00 Amendment \$ 2,276,019.00 New Total FY08 100% Federal Funds Additional funds so the Grantee can carry out the provisions of the Assistive Technology Act that increases awareness and access to assistive technology devices, services and funding for individuals with disabilities in Michigan

8. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

4)	Daniel Burress Howell, MI	\$ 3,500.00 Total FY08 100% Restricted Funds Hearing Officer in the case of <i>Michigan Chiropractic Assoc. v Commissioner of Office of Financial and Insurance Services and Michigan Chiropractic Society v Commissioner of Office of Financial and Insurance Services</i> , Docket No 2005-892
----	------------------------------	--

9. DEPARTMENT OF MANAGEMENT AND BUDGET/CIVIL SERVICE COMMISSION

1)	Miller, Canfield, Paddock and Stone, P. L. C Lansing, MI	\$ 75,100.00 Amendment \$ 100,000.00 New Total FY08-09 72% Restricted Funds 28% General Funds Additional funds for a one-year extension of the contract for legal services - Ingham County Circuit Court Case 08-101-CZ and Court of Appeals Case 284194
----	--	--

10. DEPARTMENT OF NATURAL RESOURCES

1)	Snowmobile Club amendments (Listing on file)	\$ 61,936.00 Amendment \$ 433,113.00 New Total FY08 100% State Restricted Additional grant funds for additional grooming and repairs to trail bridges and grooming equipment
----	---	---

11. DEPARTMENT OF TREASURY

1)	JPMorgan Chase Bank, N.A. Detroit, MI	\$ 2,300,000.00 Amendment \$ 21,623,860.00 New Total FY09 100% Restricted Funds Increased funds for Michigan Business Tax (MBT) processing
----	--	---

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

12. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|--------------------------------------|--|
| 1) | Bio Rad Laboratories
Hercules, CA | \$ 60,000.00 (One-Time)
FY08 100% Restricted Funds
391R8200421 Automated
Microplate Analyzer |
|----|--------------------------------------|--|

13. DEPARTMENT OF CORRECTIONS

- | | | |
|----|---------------------------------------|--|
| 1) | Intec Company, Inc.
Grandville, MI | \$ 37,770.00 (One-Time)
FY08 100% General Funds
472R8207795 Video Recording
System |
| 2) | Stafford Smith, Inc.
Mason, MI | \$ 32,530.29 (One-Time)
FY08 100% General Funds
472R82009293 Commercial Gas
Oven and Steamer |

14. DEPARTMENT OF EDUCATION

- | | | |
|----|--|---|
| 1) | Questar Assessment, Inc.
Brewster, NY | \$ 11,719,734.00 (3 years)
FY08-11 100% Federal Funds
313R8200264 MI-Access Test
Development, Communication and
Administration |
|----|--|---|

15. DEPARTMENT OF ENVIRONMENTAL QUALITY

- | | | |
|----|--|---|
| 1) | Canberra Industries, Inc.
Meriden, CT | \$ 40,540.00 (One-Time)
FY08 100% Restricted Funds
761R8200333 Spectrum Analyzer |
|----|--|---|

16. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | | |
|----|--|---|
| 1) | Global Insight, Inc.
White Plains, NY | \$ 125,000.00 (One-time)
FY08 100% Restricted Funds
071I8200115 Database software
for the Statewide and Urban
Travel Demand Models for the
Department of Transportation |
|----|--|---|

16. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

**Short-term Staff Augmentation
for Information Technology for
various departments**

- | | |
|--|--|
| 2) Dewpoint, Inc.
(Lorrie Smith)
Lansing, MI | \$ 83,200.00 (5 mos 3 wks)
FY08 100% Restricted Funds
071I8200095 Senior Business
Analyst Consultant to assist
the Department of Labor and
Economic Growth, Office of
Financial and Insurance
Services |
| 3) EDS
(Ron Harder)
Lansing, MI | \$ 166,400.00 (1 year)
FY08-09 17% General Funds
83% Restricted Funds
071I8200094 Senior Programmer
Analyst to assist with the
Unisys Libra mainframe system
analysis and design, testing
support and application
development for daily
activities for Driver and
Vehicle applications for the
Department of State |
| 4) Ramsoft
(Punith Saha)
Southfield, MI | \$ 145,600.00 (1 yr 3 wks)
FY08 100% Federal Funds
071I8200097 Senior Programmer
Analyst to assist with the
Criminal History Records
project for the Department of
State Police |

16. DEPARTMENT OF INFORMATION TECHNOLOGY continued

5)	System Technology Group (Anand Pasham) (Gopikrishnan Karai) Troy, MI	\$ 353,600.00 (1 year) FY08 17% General Funds 83% Restricted Funds 071I8200094 Two Senior Programmer Analysts to assist with the Unisys Libra mainframe system analysis and design, testing support and application development for daily activities for Driver and Vehicle applications for the Department of States
----	---	---

17. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1)	Michigan Tractor & Machinery Novi, MI	\$ 63,111.69 (One-Time) FY08 100% Federal Funds 511R8200006 Used Bulldozer, Front End Loader
----	--	--

18. DEPARTMENT OF NATURAL RESOURCES

1)	Siebein Associates, Inc. Gainesville, FL	\$ 106,500.00 (5.5 months) FY08 100% Federal Funds 751R8200410/071I8200087 Environmental Field Testing: Sound Assessment-Island Lake Recreation Area Shooting Range
----	---	---

19. DEPARTMENT OF STATE POLICE

1)	Fotronic Corporation Melrose, MA	\$ 27,305.20 (One-Time) FY08 100% Federal Funds 551R8200041 Handheld Spectrum Analyzer
----	-------------------------------------	--

20. DEPARTMENT OF TREASURY

1)	Rydin Decal Streamwood, IL	\$ 42,900.00 (3 years) FY08-11 100% Restricted Funds 071B8200120 Motor Vehicle Decal Printing
----	-------------------------------	---

CONTRACT CHANGES

21. DEPARTMENT OF COMMUNITY HEALTH

1)	Gen-Probe	\$ 200,000.00	Amendment
	San Diego, CA	\$,2,753,240.00	New Total
		FY08-09	53% Federal 47% GF
		071B5200212	Additional funding
			for Strand Displacement
			Amplification Assay Kits

22. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	Idexx Industries	\$ 91,689.00	Amendment
	Westbrook, ME	\$ 601,164.00	New Total
		FY08-09	100% Restricted Funds
		071B5200046	Additional funds
			for a one-year option to the
			contract for Colliert/Colitag
			Regeants Media/Laboratory
			Supplies

23. DEPARTMENT OF HUMAN SERVICES

1)	Berrien County Sheriff	\$ 32,289.60	Amendment
	Department	\$ 364,154.94	New Total
	Berrien County, MI	FY08	66% Federal 34% GF/GP
		071B3001216	Additional
			funding for Armed Security
			Guard Services at the Berrien
			County Office

24. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Deloitte Consulting LLC	\$ 25,500,000.00	Amendment
	Grand Rapids, MI	\$ 95,396,138.00	New Total
		FY08	68% Federal 32% GF
		071B6200149	Additional funds
			for change controls and
			additional staff for
			implementation process of the
			Bridges Development/
			Implementation Project for the
			Department of Human Services

24. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- 2) IBM Global Services \$ 1,070,132.00 Amendment
Lansing, MI \$ 19,932,297.00 New Total
FY08 100% Restricted Funds
071B1001455 Additional funds
for a four-month extension of
the contract for Hosting
Services for e-Michigan
- 3) InfoSpherix Incorporated \$ 12,800,000.00 Amendment
Beltsville, MD \$ 21,761,000.00 New Total
FY09-13 100% Restricted
071B6200095 Additional funds
for two one-year options and a
two-year, 6.5-month extension
of the contract for a No-Cost,
Real-Time System for the
Campground Reservation System
for the Department of Natural
Resources

Various RE:START Vendors

**Amendment(s) to existing
contract(s) for Short-term
Staff Augmentation for
Information Technology for
various departments**

- 4) Amberian Corporation \$ 276,800.00 Amendment
(Chris Kirgios) \$ 353,600.00 New Total
Granger, IN **FY08** 100% Federal Funds
071B7200244 Additional funds
for a one-year option to the
contract for a Senior
Application Software Engineer
to assist the Department of
Labor and Economic Growth with
the Michigan Talent Bank and
One Stop MIS systems

24. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- | | | |
|----|--|--|
| 5) | HTC Global
(Jay Velarde)
(Peter Pintacura)
Troy, MI | \$ 349,440.00 Amendment
\$ 698,880.00 New Total
FY08 100% Restricted Funds
071B7200200 Additional funds
for a one-year option to the
contract for two Senior
Programmer Analysts to assist
the Department of Treasury |
| 6) | Lazer Technologies
(Craig Wilson)
Southfield, MI | \$ 133,120.00 Amendment
\$ 266,240.00 New Total
FY08 100% Restricted Funds
071B7200215 Additional funding
for a one-year option to the
contract for a Specialist to
assist with the Department's
Remedy Help Desk Field Services |

25. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- | | | |
|----|--|---|
| 1) | Regency Court Reporting
Commerce Township, MI | \$ 1,000,000.00 Amendment
\$ 2,000,000.00 New Total
FY08-09 100% General Funds
071B7200142 Additional funding
for Transcription services |
|----|--|---|

26. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | | |
|----|--|--|
| 1) | Patricia Boyer
Sterling Heights, MI | \$ 33,717.00 Amendment
\$ 231,217.00 New Total
FY08 100% Restricted Funds
071B7200261 Additional funds
for a six-month extension of
the contract for a Grounds
Entertainment Coordinator for
the Michigan State Fair |
|----|--|--|

26. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- | | | |
|----|---|---|
| 2) | Empire Equipment & Supply, Co
Detroit, MI | \$ 900,000.00 Amendment
\$ 1,561,225.25 New Total
FY08-09 90% General Funds
10% Various Funds
071B7200093 Various
Polyethylene Trash Can Liners,
Just-In-Time Delivery,
Statewide |
| 3) | Network Reporting Corporation
Cadillac, MI | \$ 300,000.00 Amendment
\$ 600,000.00 New Total
FY08-10 100% General Funds
071B7200171 Additional funds
for Court Reporting Services,
Statewide |
| 4) | RBJ Farms
Bridgeport, MI | \$ 16,450.00 Amendment
\$ 130,550.00 New Total
FY08 100% Restricted Funds
071B7200257 Additional funds
for a nine-month extension of
the contract for a Livestock
Coordinator for the Michigan
State Fair |
| 5) | Road Runr Maintenance, Inc.
Pontiac, MI | \$ 120,000.00 Amendment
\$ 233,294.00 New Total
FY08 100% Restricted Funds
071B7200309 Additional funds
for a one-year option to the
contract for Janitorial
Services for the Michigan State
Fair |
| 6) | United Parcel Service
East Lansing, MI | \$ 400,000.00 Amendment
\$ 1,200,000.00 New Total
FY08 100% Various Funds
071B9000285 Additional funds
for a five-month extension of
the contract for Small Package
Ground Deliver Services,
Statewide |

26. DEPARTMENT OF MANAGEMENT AND BUDGET continued

7)	Xerox Corporation	\$	40,000.00	Amendment
	East Lansing, MI	\$	705,712.88	New Total
		FY08	100% Revolving Funds	
		071B3001219	Additional funds	
			for Copier Supplies	

27. DEPARTMENT OF TRANSPORTATION

1)	High Leah Electronics, DBA	\$	241,625.00	Amendment
	Diamond Traffic Products	\$	512,625.00	New Total
	Oakridge, OR	FY08-09	100% Federal Funds	
		071B4200007	Additional funds	
			for a one-year option to the	
			contract for Portable Traffic	
			Counter Classifiers	
2)	National Diagnostics, Inc.	\$	22,500.00	Amendment
	Charlotte, NC	\$	110,500.00	New Total
		FY08-09	100% State Restricted	
		071B5200152	Additional Funding	
			for Drug and Alcohol Compliance	
			Assistance	

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

28. DEPARTMENT OF COMMUNITY HEALTH

1)	<u>Jennifer Courser</u>	\$336.00
----	-------------------------	----------

The claimant (08-SAB-009) requests \$336.00 reimbursement for her eyeglasses broken by a resident. The Department recommends approval of this claim.

29. DEPARTMENT OF CORRECTIONS

Employee Claims

- 1) David Lee Gilbert \$208.75

The claimant (08-SAB-042) requests \$208.75 reimbursement for his personnel eyeglasses broken by inmates. The Department recommends approval of this claim.

Inmate Claims

- 2) Nancy Goler Freeman for \$ 16.64 **AMENDED**
Lee Massey #290317

The claimant (07-SAB/DOC-384) requests \$16.64 reimbursement for a book that was lost while under control of the Department. The Department recommends denial of this claim as the book was found and returned Ms. Freeman.

- 3) Pierre Lassetti #275111 \$ 44.00 **AMENDED**

The Claimant (08-SAB/DOC-075) requests \$44.00 reimbursement for his hobby craft order never received. This claim was approved for \$44.00 previously, but the facility realized he only paid \$14.00 for the order, so now they are recommending approval of only \$14.00.

30. DEPARTMENT OF NATURAL RESOURCES

- 1) John Bird \$200.00

The claimant (08-SAB-15) requests \$200.00 reimbursement for his insurance deductible when trailer was damaged on a camp road. The Department recommends denial of this claim.

- 2) Bertrand R. Plourde \$100.00

The claimant (08-SAB-022) requests \$100.00 reimbursement for his insurance deductible when a branch fell on his vehicle. The Department recommends approval of this claim.

31. DEPARTMENT OF STATE

- 1) Dona Bradford \$324.30

The claimant (08-SAB-046) requests \$324.30 reimbursement for costs incurred as a result of driving to a scheduled reexamination hearing in Flint only to find out the reexamination was cancelled due to a sick employee. The Department recommends approval of \$55.61 for this claim.

- 2) Simon Brothers/Daniel Simon \$995.00

The claimant (08-SAB-034) requests \$995.00 reimbursement for towing and impound charges allegedly due to Secretary of State error. The Department recommends denial of this claim.

32. DEPARTMENT OF TRANSPORTATION

- 1) Andrew Brogdon \$920.33

The claimant (08-SAB-036) requests \$920.33 reimbursement for damage to his vehicle when debris fell from a bridge. Normally, this claim would be denied, but the Department recommends approval of \$250.00 for this claim due to the length of time it took to inspect the bridge for damage.

- 2) Rick Kedzierski \$519.96

The claimant (07-SAB-167) requests \$519.96 reimbursement for damage to his vehicle when stones were thrown by Michigan Department of Transportation road crew that broke his windshield. The Department recommends approval of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

33. DEPARTMENT OF ATTORNEY GENERAL

- 1) Requests approval for write-offs of 8,589 delinquent restitution accounts as uncollectible, representing a total indebtedness of \$15,074,586.52. These debts are barred by the Statute of Limitations in accordance with MESC v Westphal.

33. DEPARTMENT OF ATTORNEY GENERAL continued

- 2) Requests approval to write-off 4,915 unemployment tax accounts, representing a total indebtedness of \$2,548,433.55. These debts are barred by the Statute of Limitations or not collectible because of deceased employers, discontinued corporations, or bankrupt corporations.

34. DEPARTMENT OF CORRECTIONS

- 1) Department of Corrections is requesting \$32,640.00 for the Membership fee required by Public Act 40 of 202 and provides joint and cooperative action among compacting states for the tracking and supervision of offenders by sending and receiving states. This membership has been approved by the State Budget Office on May 18, 2007.

35. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Requests approval to pay Mark J. Zausmer for his services as a cemetery conservator at Chapel Hill Memorial Gardens, per court order by Ingham County Circuit Court.

Withdrawn

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

**S U P P L E M E N T A L
A G E N D A**

4/25/08 1:00 ver.

FINANCE AND CLAIMS COMMITTEE

April 29, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

May 6, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1s. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- | | | |
|----|---|--|
| 1) | Nellie Jenkins-Kendrick for
the Detroit Workforce
Development Department
Detroit, MI | \$ 509,682.00 Amendment
\$ 769,682.00 New Total
FY08 100% Federal Funds
Additional TANF funding will be
provided to the Grantee to
enable them to continue to run
the "Moving Men and Women to
Economic Independence in
Michigan" employment training
pilot program for chronically
unemployed individuals through
Goodwill Industries of Greater
Detroit |
| 2) | Nellie Jenkins-Kendrick for
the Detroit Workforce
Development Department
Detroit, Mi | \$ 513,790.00 Total
FY08-09 100% Federal Funds
Federal WIA funding to be
allocated to the Grantee for a
special project to assist
Caraco Pharmaceuticals with the
recruitment and training of the
required workforce to make
Caraco's expansion a success |

SECTION II. DMB CONTRACTS

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

APPROVED

May 6, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A special meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **May 6, 2008**. Those present being:

Chairperson: Mary MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Patrick Isom, Department of Attorney General; Carol Wolenberg,
Department of Education; Diane Quintero, Mike Scieszka,
Department of Information Technology; Sherry Bond, James
Burris, Elise Lancaster, Janet Rouse, Department of Management
and Budget; Brandon Hofmeister, Lt. Governor's Office; Esther
Herring, Amy Willing, Department of Transportation; Joe Fielek,
Tom Saxton, Department of Treasury; John Walter, Office of the
Chief Compliance Officer; Wayne Workman, R. W. Baird; James
Bliss, Koster So, Dickenson Wright; Jim Krefer, Ann Fillingham,
Dykema Gossett

The Finance and Claims Committee special agenda was presented.

Following discussion, Ms. Lopez moved that the special agenda be
recommended to the State Administrative Board for approval. The motion
was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

S P E C I A L
A G E N D A

5/2/08 1:00 ver.

FINANCE AND CLAIMS COMMITTEE

May 6, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

May 6, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

SECTION II. DMB CONTRACTS

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

1s. DEPARTMENT OF TREASURY

Requests approval of a resolution entitled, "*Resolution of the State Administrative Board Authorizing the Execution and Delivery of an Amended and Restated Purchase and Sale Agreement,*" and the Amended and Restated Purchase and Sale Agreement between the State of Michigan and the Michigan Tobacco Settlement Finance Authority dated as of June 1, 2008.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

**RESOLUTION OF THE STATE ADMINISTRATIVE
BOARD AUTHORIZING THE EXECUTION
AND DELIVERY OF AN AMENDED AND RESTATED PURCHASE AND SALE
AGREEMENT**

May 6, 2008 Meeting

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Section 4. <u>Additional Actions</u>	2
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**RESOLUTION OF THE STATE ADMINISTRATIVE BOARD
AUTHORIZING THE EXECUTION
AND DELIVERY OF AN AMENDED AND RESTATED PURCHASE AND SALE
AGREEMENT**

PREAMBLE

WHEREAS, the State Administrative Board (the "Board") may approve the sale by the State Budget Director (the "Director"), on behalf of the State of Michigan (the "State"), to the Michigan Tobacco Settlement Finance Authority (the "Authority") of all or a portion of the State's tobacco receipts (as defined in the hereafter defined Act), for the purposes stated in, and as authorized by, Act 226, Public Acts of Michigan, 2005, as the same may be amended from time to time (the "Act"); and

WHEREAS, Section 8(1) of the Act provides that the sale of the State's tobacco receipts be pursuant to one or more sale agreements in an amount sufficient to provide net proceeds to the State of \$815,000,000; and

WHEREAS, on May 17, 2006 the State and the Authority entered into a purchase and sale agreement (the "2006 Agreement") dated as of May 1, 2006 pursuant to which net proceeds were provided to the State in the amount of \$400,000,000; and

WHEREAS, Section 8(2) of the Act provides that a sale agreement or combined sale agreements may also provide for refunding, refinancing, and the sale by the State of residual interests sufficient to provide net proceeds to the State in the amount of \$60,000,000.

WHEREAS, the Authority has authorized the execution and delivery of amendments to the 2006 Agreement in the form of an Amended and Restated Purchase and Sale Agreement (the "Amended and Restated Agreement"), substantially in the form on file with the Secretary of the Board, providing for the refunding of outstanding bonds of the Authority and the sale of existing residual interests in the State's tobacco receipts sufficient to provide an additional \$60,000,000 of net proceeds to the State for deposit in the general fund; and

WHEREAS, the Board has determined that it is in the best interest of the State to approve the sale by the Director of existing residual interests in the State's tobacco receipts sufficient, together with the refunding of all or a portion of the Series 2006 Bonds (as defined in the 2006 Agreement), to provide additional net proceeds to the State of \$60,000,000 for deposit in the general fund.

THEREFORE BE IT RESOLVED by the State Administrative Board of the State of Michigan, as follows:

Section 1. Approval of Sale

The sale by the Director, on behalf of the State, to the Authority pursuant to the Amended and Restated Agreement of residual interests now owned by the State pursuant to the 2006 Agreement sufficient, together with the refunding by the Authority of all or any portion of the Series 2006 Bonds, to provide additional net proceeds to the State of \$60,000,000, subject to the limitations herein provided, is approved.

Section 2. Authorization of Amended and Restated Agreement

The Director is authorized to execute and deliver the Amended and Restated Agreement with changes made by the Director as are deemed necessary or appropriate.

Section 3. Residual Interests to be Sold

The sale of the State's Residual Interest (as defined in the 2006 Agreement) is hereby authorized in accordance with the terms of the Amended and Restated Agreement in an amount that, together with the refunding by the Authority of all or a portion of the Series 2006 Bonds, constitutes an exchange for fair value for the sum of \$60,000,000 plus Residual Interests (as defined in the Amended and Restated Agreement), as determined in an opinion of the independent public financial advisor to the Authority presented to the Director.

Section 4. Additional Actions

The Director, the State Treasurer, and all other appropriate officers of the State, are authorized to take any actions, and execute any documents, instruments, agreements, and certificates that shall be necessary or desirable to implement this Resolution or the

Amended and Restated Agreement and the sale pursuant thereto of a portion of the State's tobacco receipts.

Section 5. Covenants of the State

All covenants, agreements and obligations of the State contained in this Resolution, the Amended and Restated Agreement and any documents, instruments, agreements, or certificates executed pursuant to or in furtherance of the foregoing are those of the State solely and not of any member, officer or employee of the Board, the Department of Management and Budget or the Department of Treasury in his or her individual capacity, and no recourse shall be had for any claim based on or under this Resolution, the Amended and Restated Agreement or any other instruments or agreements made pursuant to or in furtherance of the foregoing, against any member, officer or employee of the Board, the Department of Management and Budget or the Department of Treasury or any person executing the Amended and Restated Agreement.

Section 6. Resolution Adopted Pursuant to Act

This Resolution is adopted pursuant to Section 8 of the Act and constitutes for all purposes the approval of the Board required by Section 8 of the Act.

Section 7. Immediate Effect

This Resolution shall take effect immediately upon its adoption by the Board. Any provision of a Board resolution, insofar as it conflicts with this Resolution, is rescinded.

AMENDED AND RESTATED PURCHASE AND SALE AGREEMENT

between

THE STATE OF MICHIGAN

and

MICHIGAN TOBACCO SETTLEMENT FINANCE AUTHORITY

Dated as of June 1, 2008

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AMENDED AND RESTATED PURCHASE AND SALE
AGREEMENT dated as of June 1, 2008, between the STATE OF
MICHIGAN (the "State") and the MICHIGAN TOBACCO
SETTLEMENT FINANCE AUTHORITY, a public body
corporate and politic (the "Authority").

WHEREAS, pursuant to Section 8 of Act 226, Public Acts of Michigan, 2005, the Authority desires to purchase from the State certain Sold Tobacco Receipts (as defined herein);

WHEREAS, the State is willing to sell such Sold Tobacco Receipts to the Authority; and

WHEREAS, the Authority is willing to purchase from the State such Sold Tobacco Receipts and will finance the purchase of such Sold Tobacco Receipts by selling the Series 2006 Bonds (as defined herein) and the Series 2008 Bonds (as defined herein).

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained, the parties hereto agree as follows:

ARTICLE I

DEFINITIONS

SECTION 1.01. Definitions.

Whenever used in this Agreement, the following words and phrases, unless the context otherwise requires, shall have the following meanings:

"Act 226" means Act 226, Public Acts of Michigan, 2005, as amended, and as the same may be amended from time to time.

"Agreement" means this Amended and Restated Purchase and Sale Agreement as from time to time amended in accordance with the terms hereof.

"Authority" means the Michigan Tobacco Settlement Finance Authority.

"Benefited Parties" means persons, firms, or corporations that enter into Ancillary Facilities (as defined in Act 226) with the Authority according to the provisions of Act 226.

"Bondholders" means the registered owners of outstanding Series 2006 Bonds and outstanding Series 2008 Bonds.

"Consent Decree" means the Consent Decree and Final Judgment of the Ingham County Circuit Court dated December 7, 1998 relating to the MSA, as the same has been and may be corrected, amended or modified, in the action entitled Kelley Ex Rel. Michigan v. Philip Morris, Incorporated, et al., Ingham County Circuit Court, docket no. 96-84281CZ.

"Disputed Payments Account" means the account into which the disputed portion of payments required to be made by OPMs and PMs (both as defined in the Master Settlement Agreement) under the Master Settlement Agreement are withheld or deposited pending resolution of the dispute.

"Escrow Agent" means the escrow agent under the Master Settlement Agreement.

"Master Settlement Agreement" or "MSA" means the settlement agreement (and related documents) entered into on November 23, 1998, and incorporated into the Consent Decree.

"Original Agreement" means the Purchase and Sale Agreement between the State of Michigan and the Michigan Tobacco Settlement Finance Authority dated as of May 1, 2006 which agreement is amended and restated by this Agreement.

"Qualifying Statute" means that term as defined the Master Settlement Agreement, which is Act 244 Public Acts of Michigan, 1999, as the same may be amended from time to time.

"Residual Certificate" means that certificate evidencing Residual Interests, substantially in the form attached as Appendix A hereto.

"Residual Interests" means all of the following:

(i) The Sold Tobacco Receipts and the income of the Authority that are in excess of the Authority's requirements to pay its operating expenses, debt service (including, without limitation, any mandatory redemptions of the Series 2006 Bonds and the Series 2008 Bonds), sinking fund requirements, reserve fund or escrow fund requirements, and any other contractual obligations to the owners of the Series 2006 Bonds, the Series 2008 Bonds or Benefited Parties, or that may be incurred in connection with the issuance or repayment of the Series 2006 Bonds, the Series 2008 Bonds or the execution or repayment of Ancillary Facilities (as defined in Act 226); and

(ii) Contractual rights provided to the State pursuant to the provisions of Article V of this Agreement.

"Series 2006 Bonds" means the bonds issued by the Authority pursuant to the Series 2006 Supplement and as contemplated by Section 4 of Act 226 and which generate Net Proceeds (as defined in Act 226) in the amount of \$400,000,000, in order to pay a portion of the purchase price to the State for the Sold Tobacco Receipts, and including any bonds issued by the Authority to refund such bonds, provided such Series 2006 Bonds shall not include any bonds that are included within the definition of Series 2008 Bonds.

"Series 2006 Supplement" means the Series 2006 Supplement dated as of May 1, 2006 authorizing the issuance of the Authority's Tobacco Settlement Asset-Backed Bonds, Series 2006.

"Series 2008 Bonds" means the bonds issued by the Authority pursuant to the Series 2008 Supplement and as contemplated by Section 4 of Act 226 and which generate Net Proceeds (as defined in Act 226) in the amount of \$60,000,000, in order to pay a portion of the purchase price to the State for the Sold Tobacco Receipts, and including any bonds issued by the Authority to refund such bonds, and such Series 2008 Bonds shall specifically include any bonds issued pursuant to the Series 2008 Supplement for the purposes of refunding any of the Series 2006 Bonds.

"Series 2008 Supplement" means the Series 2008 Supplement dated as of June 1, 2008 authorizing the issuance of the Authority's Tobacco Settlement Asset-Backed Bonds, Series 2008.

"Sold Tobacco Receipts" means the right, title and interest to 13.34% of the State's Tobacco Receipts. The Sold Tobacco Receipts specifically include 13.34% of any amounts due to the State and withheld or deposited in the Disputed Payments Account on or after April 1, 2008 by the tobacco manufacturers as a result of a dispute as to the amount of a payment required to be made by them under the MSA and that are subsequently paid by the tobacco manufacturers or released from the Disputed Payments Account, but specifically excludes any right to or interest in amounts withheld or deposited in the Disputed Payments Account before April 1, 2008. The Sold Tobacco Receipts do not include any of the 2007 Sold Tobacco Receipts.

"State" means the State of Michigan.

"State Lien" means a security interest, lien, charge, pledge, equity or encumbrance of any kind, attaching to the interests of the State in and to the Sold Tobacco Receipts, whether or not as a result of any act or omission by the State.

"State's Tobacco Receipts" means all of the following:

(i) All tobacco settlement revenue that is received by the State that is required to be made, under the terms of the Master Settlement Agreement, by tobacco manufacturers to the State, and that is payable to the State on or after April 1, 2008;

(ii) All lump sum or partial lump sum payments of tobacco settlement revenue, whenever received, that are allocable to a payment that is payable on or after April 1, 2008, under the terms of the Master Settlement Agreement, by tobacco manufacturers to the State; and

(iii) The State's rights to receive the tobacco settlement revenue referred to in (i) and (ii) of this definition, under the Master Settlement Agreement.

"Tax Code" means the Internal Revenue Code of 1986, as amended.

"Tax Exempt Bonds" means Series 2008 Bonds the interest on which, in the opinion of co-bond counsel and the Attorney General of the State of Michigan delivered on the issuance of such Series 2008 Bonds, is not included in gross income for federal income tax purposes.

"Trustee" means The Bank of New York Trust Company, N.A., its successors in interest, and any successor trustee for the Series 2006 Bonds and the Series 2008 Bonds.

"2006 Closing Date" means May 17, 2006.

"2007 Agreement" means the Purchase and Sale Agreement between the State of Michigan and the Michigan Tobacco Settlement Finance Authority dated as of August 1, 2007.

"2007 Sold Tobacco Receipts" means the 2007 Sold Tobacco Receipts as defined in the 2007 Agreement.

"2008 Closing Date" means the date of delivery of the Series 2008 Bonds by the Authority.

"Unsold Tobacco Receipts" means all of the State's Tobacco Receipts which are not Sold Tobacco Receipts or 2007 Sold Tobacco Receipts.

SECTION 1.02. Other Definitional Provisions.

(a) Capitalized terms used herein and not otherwise defined herein have the meanings assigned to them in Act 226.

(b) All terms defined in this Agreement shall have the defined meanings when used in any certificate or other document made or delivered pursuant hereto unless otherwise defined therein.

(c) The definitions contained in this Agreement are applicable to the singular as well as the plural forms of such terms and to the masculine as well as the feminine and neuter genders of such terms.

(d) Any agreement, instrument or statute defined or referred to herein or in any instrument or certificate delivered in connection herewith means such agreement, instrument or statute as from time to time amended, modified or supplemented, and including (in the case of agreements or instruments) references to all attachments thereto and instruments incorporated therein; references to a Person are also to its permitted successors and assigns.

ARTICLE II

CONVEYANCE OF SOLD TOBACCO RECEIPTS

SECTION 2.01. Conveyance of Sold Tobacco Receipts.

(a) The State sells to the Authority, without recourse (subject to certain continuing obligations herein), all right, title and interest of the State in and to the Sold Tobacco Receipts. As consideration for such sale by the State to the Authority of the Sold Tobacco Receipts, (i) the parties acknowledge that the Authority paid to the State the sum of \$400,000,000 plus certain residual interests on the 2006 Closing Date, and (ii) the Authority does hereby promise to pay to the State the sum of \$60,000,000 plus the Residual Interests on the 2008 Closing Date. The Residual Interests shall be evidenced by the Residual Certificate.

(b) The right of the Authority to receive payments of Sold Tobacco Receipts as described in (a) and (b) of this Section 2.01 is on parity with and is not inferior or superior to the right of the State to receive the Unsold Tobacco Receipts. The intent of this Agreement is that from each payment under the MSA, there shall be paid to the Authority the Sold Tobacco Receipts and to the State or its assigns the Unsold Tobacco Receipts, as set forth in the notification to be provided pursuant to Section 2.03 hereof.

SECTION 2.02. True Sale.

As provided in Section 8 of Act 226, the transfer of the Sold Tobacco Receipts pursuant to the terms of this Agreement is a true sale and an absolute transfer. On and after the 2008 Closing Date, the State shall have no right, title, or interest in or to the Sold Tobacco Receipts and the Sold Tobacco Receipts shall be owned, received, held, and disbursed by the Authority and not the State. The State shall have no claim against the Sold Tobacco Receipts and the Authority shall have no claim against the Unsold Tobacco Receipts.

SECTION 2.03. Notification of Transfer.

On or before the 2008 Closing Date, the State, through the State Treasurer, shall notify the Escrow Agent, in the form attached at Appendix B hereto, that the State has sold the Sold Tobacco Receipts to the Authority, identifying the percentage of tobacco settlement revenues that comprise the Sold Tobacco Receipts, and shall irrevocably instruct the Escrow Agent to pay the Sold Tobacco Receipts directly to the Trustee until the Escrow Agent receives a duly executed direction from the owner of the Residual Certificate, in substantially the form attached as Exhibit 2 to the Residual Certificate. Such direction shall be accompanied by an executed copy of the Certificate of Payment of Obligations in substantially the form attached as Exhibit 1 to the Residual Certificate.

ARTICLE III

THE STATE

SECTION 3.01. Representations of the State.

The State, as seller, makes the following representations on which the Authority is deemed to have relied in acquiring the Sold Tobacco Receipts. The representations are made (i) as of the date of the Original Agreement and as of the 2006 Closing Date as provided in the Original Agreement, and (ii) as of the date of this Agreement and as of the 2008 Closing Date as provided herein, and shall survive the sale of the Sold Tobacco Receipts to the Authority and the pledge of the Sold Tobacco Receipts to the Trustee for the payment of the Series 2006 Bonds and the Series 2008 Bonds as contemplated by Section 4 of Act 226.

(a) Power and Authority. The State Budget Director is duly authorized by the State through Section 8 of Act 226 and approving resolutions of the State Administrative Board adopted on March 28, 2006 and May __, 2008, to sell the Sold Tobacco Receipts on behalf of the State to the Authority.

(b) Binding Obligation. This Agreement has been duly executed and delivered by the State and, assuming the due authorization, execution and delivery of this Agreement by the Authority, constitutes a legal, valid and binding obligation of the State enforceable in accordance with its terms.

(c) No Consents. No consent, approval, authorization, order, registration or qualification of or with any court or governmental agency or body is required for the consummation of the transactions contemplated by this Agreement, except for those which have been obtained and are in full force and effect.

(d) Title to Sold Tobacco Receipts. Except to the extent provided for by the Original Agreement, the State is the sole owner of the Sold Tobacco Receipts immediately prior to the sale to the Authority.

(e) Absence of Liens on Sold Tobacco Receipts. Except to the extent provided for by the Original Agreement, the State is selling the Sold Tobacco Receipts free and clear of any and all State Liens, pledges, charges, security interests or any other statutory impediments to transfer of any nature encumbering the Sold Tobacco Receipts.

(f) Prior Agreements. The State is not in default under the Original Agreement or the 2007 Agreement.

SECTION 3.02. Limitation on Liability and Remedies.

(a) All covenants, agreements and obligations of the State contained in this Agreement shall be deemed to be the covenants, agreements and obligations of the State and not of any officer or employee of the State in his or her individual capacity, and no recourse shall be had under this Agreement for any claim based thereon or on this Agreement against any officer or employee of the State or any person executing this Agreement, in his or her individual capacity.

Without limiting the generality of the foregoing, holders of the Series 2006 Bonds, the Series 2008 Bonds and parties to Ancillary Facilities, and any agreements entered into in connection therewith shall have no recourse against any officer or employee of the State as a result of such person's executing and delivering this Agreement.

(b) Nothing in this Agreement should be construed to provide a guaranty by the State that the Sold Tobacco Receipts will be sufficient to pay the Series 2006 Bonds, the Series 2008 Bonds and related Ancillary Facilities.

(c) Except with respect to the enforcement of the covenant set forth in the second sentence of Section 4.02(a) hereof, the Authority and the Bondholders may only seek injunctive relief to enforce, or an order to compel specific performance of, the covenants of the State contained in this Agreement.

ARTICLE IV

COVENANTS OF THE STATE

SECTION 4.01. Covenants Pursuant to Act 226.

(a) The State hereby covenants that the State shall enforce the provisions of the MSA requiring the payment of the Sold Tobacco Receipts and the Authority's rights to receive the same to the full extent permitted by the terms of the MSA.

(b) The State hereby covenants to not amend the MSA in any manner that would materially impair the rights of the owners of the Series 2006 Bonds, owners of the Series 2008 Bonds or the Benefited Parties.

(c) The State hereby covenants not to limit or alter the rights of the Authority to fulfill the terms of its agreements with owners of the Series 2006 Bonds, owners of the Series 2008 Bonds or the Benefited Parties.

(d) The State hereby covenants not to in any way impair the rights and remedies of owners of the Series 2006 Bonds, owners of the Series 2008 Bonds or Benefited Parties or the security for the Series 2006 Bonds, the Series 2008 Bonds or Ancillary Facilities, subject to the provisions of Act 226.

(e) The State hereby covenants to diligently enforce the provisions of the Qualifying Statute.

(f) The State hereby covenants not to amend, supersede, or repeal the Qualifying Statute in any way that would materially adversely affect the amount of any payment to, or materially impair the rights of, the Authority, owners of the Series 2006 Bonds, owners of the Series 2008 Bonds or the Benefited Parties.

(g) The State hereby authorizes the Authority to include all of the pledges made by the State in Section 11 of Act 226 in any agreement with owners of the Series 2006 Bonds, owners of the Series 2008 Bonds or any Benefited Parties.

SECTION 4.02. Further Actions.

(a) Instruments and Acts. Upon request of the Authority or the Trustee, the State will execute and deliver such further instruments and do such further acts as the parties reasonably agree are reasonably necessary or proper to carry out more effectively the purposes of this Agreement. The State will immediately pay over to the Trustee the proceeds of any Sold Tobacco Receipts received by the State in error.

(b) Provision of Information. The State shall keep the Authority apprised of actions it takes to fulfill the covenants contained in Sections 4.01(a) and 4.01(e) hereof and shall provide the Authority with such documents relating thereto as the Authority shall reasonably request, (i) which the State is not prohibited from providing by law, regulation, agreement, or otherwise and (ii) which, upon advice of the Attorney General of the State or other counsel to the State representing the State in such matters, will not compromise the State's ability to fulfill the covenants contained in Sections 4.01(a) and 4.01(e) hereof.

SECTION 4.03. Tax Covenants.

(a) The State will at all times do and perform all acts and things permitted by law and necessary or desirable to assure that interest paid by the Authority on the Tax Exempt Bonds shall be excludable from gross income for federal income tax purposes pursuant to Section 103(a) of the Tax Code;

(b) The State will not use or permit the use of any of the proceeds of the Series 2006 Bonds or the Series 2008 Bonds that would cause the Tax Exempt Bonds to be "private activity bonds" within the meaning of Section 141(a) of the Tax Code or would cause interest on the Tax Exempt Bonds to not be excludable from gross income for federal income tax purposes pursuant to Section 103(a) of the Tax Code;

(c) The State agrees that no gross proceeds (as such term is defined in Section 1.148-1 of the Treasury Regulations promulgated under Section 148 of the Tax Code, as such Treasury Regulations and the Tax Code may be amended from time to time to the extent such amendments are applicable to the Tax Exempt Bonds) of the Tax Exempt Bonds shall at any time be used to acquire securities or obligations the acquisition or holding of which would cause any Tax Exempt Bond to be an "arbitrage bond" as defined in the Tax Code and any applicable Treasury Regulations promulgated thereunder;

(d) The State shall be bound by restrictions on the use of proceeds of the Tax Exempt Bonds and related matters prescribed by the Authority; and

(e) The State, through the State Budget Director, and pursuant to Section 10(3) of Act 226 shall execute a tax regulatory agreement in the form deemed necessary by the Attorney General of the State of Michigan and co-bond counsel in order to issue their opinions with respect

to each series of Tax Exempt Bonds and the covenants and agreements of the State contained therein shall be enforceable by the Authority.

ARTICLE V

COVENANTS OF THE AUTHORITY

SECTION 5.01. Further Actions.

Upon request of the State and the Trustee, the Authority will execute and deliver such further instruments and do such further acts as may be reasonably necessary or proper to carry out more effectively the purposes of this Agreement. The Authority shall, as soon as practicable, pay to the State any amounts received by the Authority in error.

ARTICLE VI

MISCELLANEOUS

SECTION 6.01. Amendment.

This Agreement may be amended only by written agreement of the State and the Authority.

SECTION 6.02. Use of the Purchase Price.

The portion of the purchase price of the Sold Tobacco Receipts payable to the State pursuant to this Agreement, in the amounts of \$400,000,000 and \$60,000,000 respectively, may be used by the State for any lawful purpose.

SECTION 6.03. Notices.

All demands, notices and communications upon or to the State, the Authority, or the Trustee under this Agreement shall be in writing, personally delivered or mailed by certified mail, return receipt requested, and shall be deemed to have been duly given upon receipt at:

(a) in the case of the State:

State of Michigan
Budget Director
Office of State Budget
Department of Management and Budget
111 South Capitol Avenue
Lansing, Michigan 48913

And:

State of Michigan
Department of Attorney General

7th Floor, G. Mennen Williams Building
PO Box 30212
Lansing, Michigan 48909

(b) in the case of the Authority:

Michigan Tobacco Settlement Finance Authority
c/o State Treasurer, Chairperson
Austin Building
430 West Allegan Street
Lansing, Michigan 48922

(c) in the case of the Trustee:

The Bank of New York Trust Company, N.A.
719 Griswold Street
Suite 930
Detroit, Michigan 48226

As to each of the foregoing, at such other address as shall be designated by written notice to the other parties.

SECTION 6.04. Limitations on Rights of Others.

The provisions of this Agreement are solely for the benefit of the State, the Authority, the Trustee, the owner of the Residual Certificate, and the Bondholders, and nothing in this Agreement, whether express or implied, shall be construed to give to any other Person any legal or equitable right, remedy or claim under or in respect of this Agreement or any covenants, conditions or provisions contained herein.

SECTION 6.05. Severability.

Any provision of this Agreement that is prohibited or unenforceable shall be ineffective to the extent of such prohibition or unenforceability without invalidating the remaining provisions thereof.

SECTION 6.06. Separate Counterparts.

This Agreement may be executed by the parties hereto in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute but one and the same instrument.

SECTION 6.07. Headings.

The headings of the various Articles and Sections herein are for convenience of reference only and shall not define or limit any of the terms or provisions hereof.

SECTION 6.08. Governing Law.

This Agreement shall be construed in accordance with the laws of the State of Michigan, without reference to its conflict of law provisions, and the obligations, rights and remedies of the parties hereunder shall be determined in accordance with such laws.

The parties hereto agree that any and all claims asserted by or against any party under this Agreement or related thereto shall be heard and determined in the applicable courts of the State of Michigan located in the County of Ingham.

SECTION 6.09. Assignment and Pledge by the Authority.

The State hereby acknowledges and consents to any assignment and pledge by the Authority to the Trustee for the benefit of the Bondholders and Benefited Parties of any or all right, title and interest of the Authority in, to and under the Sold Tobacco Receipts or the assignment of any or all of the Authority's rights and obligations hereunder to the Trustee.

SECTION 6.10. Limitation of Liability of the State.

Notwithstanding anything contained herein to the contrary, no officer or employee of the State shall have any liability for the representations, warranties, covenants, agreements or other obligations of the State hereunder or in any of the certificates, notices or agreements delivered pursuant hereto.

SECTION 6.11. Separate Agreement.

The provisions of this Agreement, including, without limitation the sale of Sold Tobacco Receipts are separate and apart from and in addition to the provisions of the 2007 Agreement and the sale of the 2007 Sold Tobacco Receipts pursuant to the 2007 Agreement.

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IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed by their respective officers as of the day and year first above written.

STATE OF MICHIGAN

By: _____
State Budget Director

MICHIGAN TOBACCO SETTLEMENT
FINANCE AUTHORITY

By: _____
Authorized Officer

**REGISTERED
NUMBER: 1-A**

APPENDIX A

**MICHIGAN TOBACCO SETTLEMENT FINANCE AUTHORITY
AMENDED AND RESTATED RESIDUAL CERTIFICATE
REGISTERED OWNER: STATE OF MICHIGAN**

The **Michigan Tobacco Settlement Finance Authority** (the "Authority"), a public body corporate and politic of the State of Michigan, for value received, promises to pay to the registered owner of this Residual Certificate, as provided herein, Residual Interests, pursuant to the provisions of that certain Amended and Restated Purchase and Sale Agreement between the Authority and the State of Michigan (the "State"), dated as of June 1, 2008 (the "Sale Agreement"). Capitalized terms used but not defined in this Residual Certificate shall have the meaning given to them in the Sale Agreement.

The right of the owner of this Residual Certificate to receive payment of the Residual Interests shall vest upon occurrence of the facts set forth in the certificate attached as Exhibit 1 hereto, which facts shall be conclusively evidenced by delivery of such certificate to the owner of this Residual Certificate. Upon vesting, the owner of this Residual Certificate shall be entitled to direct the Escrow Trustee as to payment of amounts constituting the Residual Interests. Such certificate shall be in substantially the form attached as Exhibit 2 hereto.

This Residual Certificate shall not be a debt of the State or a general obligation of the Authority, and neither the State nor the Authority shall be liable hereon, nor shall it be payable out of any funds other than Sold Tobacco Receipts. Neither the members, officers, employees or agents of the Authority nor any person executing this Residual Certificate shall be liable personally thereon or be subject to any personal liability or accountability solely by reasons of the issuance hereof.

This Residual Certificate is issuable only in fully registered form and may not be converted into bearer form. The Authority and the Trustee may treat the registered owner as the absolute owner of this Residual Certificate for all purposes, notwithstanding any notice to the contrary.

This Amended and Restated Residual Certificate amends, restates and supersedes that certain Residual Certificate executed by the Authority and dated as of May 1, 2006 and designated as Registered Number 1.

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IN WITNESS WHEREOF, the Michigan Tobacco Settlement Finance Authority has caused this Residual Certificate to be executed in its name by its duly authorized officer as of the 1st day of June, 2008.

MICHIGAN TOBACCO SETTLEMENT
FINANCE AUTHORITY

By: _____
Authorized Officer

EXHIBIT 1 TO RESIDUAL CERTIFICATE

CERTIFICATE OF PAYMENT OF OBLIGATIONS

The undersigned hereby certify that all subseries of the Michigan Tobacco Settlement Finance Authority Tobacco Settlement Asset-Backed Bonds, Series 2006 and the Michigan Tobacco Settlement Finance Authority Tobacco Settlement Asset-Backed Bonds, Series 2008, and any bonds issued to refund such bonds (collectively, the "Bonds"); any Ancillary Facilities (as defined in Act 226, Public Acts of Michigan, 2005, as it may be amended) relating to the Bonds; and any fees and expenses relating to any of the foregoing, have been paid in full.

MICHIGAN TOBACCO SETTLEMENT FINANCE AUTHORITY

By: _____
State Treasurer, Chairperson

STATE OF MICHIGAN

By: _____
State Budget Director

Acknowledged and Agreed:

THE BANK OF NEW YORK TRUST COMPANY, N.A.,
as Trustee for the Bonds

By: _____

Its: _____

Dated: _____

EXHIBIT 2 TO RESIDUAL CERTIFICATE

DIRECTION OF RESIDUAL CERTIFICATE OWNER

The undersigned, owner of the Amended and Restated Residual Certificate, dated as of June 1, 2008, issued by the Michigan Tobacco Settlement Finance Authority (the "Authority"), is hereby entitled to make this direction pursuant to the Residual Certificate. A copy of the Residual Certificate, including an executed copy of the Certificate of Payment of Obligations executed pursuant to the Residual Certificate, is attached hereto. Pursuant to the terms of the Residual Certificate, the undersigned is entitled to receive, effective the date hereof, payment of the Residual Interests. The Residual Interests consist, among other things, of Sold Tobacco Receipts, which were sold to the Authority pursuant to an Amended and Restated Purchase and Sale Agreement between the Authority and the State of Michigan (the "State"), dated as of June 1, 2008 (the "Sale Agreement"). The State previously provided you with an Amended and Restated Notification of Sale of Tobacco Settlement Revenues with respect to Sold Tobacco Receipts, dated June __, 2008. The definition of "Sold Tobacco Receipts" and the related definition of "State's Tobacco Receipts" are reproduced from the Sale Agreement below.

"Sold Tobacco Receipts" means the right, title and interest to 13.34% of the State's Tobacco Receipts. The Sold Tobacco Receipts specifically include 13.34% of any amounts due to the State and withheld or deposited in the Disputed Payments Account on or after April 1, 2008 by the tobacco manufacturers as a result of a dispute as to the amount of a payment required to be made by them under the MSA and that are subsequently paid by the tobacco manufacturers or released from the Disputed Payments Account, but specifically excludes any right to or interest in amounts withheld or deposited in the Disputed Payments Account before April 1, 2008. The Sold Tobacco Receipts do not include any of the 2007 Sold Tobacco Receipts.

"State's Tobacco Receipts" means all of the following:

- (i) All tobacco settlement revenue that is received by the State that is required to be made, under the terms of the Master Settlement Agreement, by tobacco manufacturers to the State, and that is payable to the State on or after April 1, 2008;
- (ii) All lump sum or partial lump sum payments of tobacco settlement revenue, whenever received, that are allocable to a payment that is payable on or after April 1, 2008, under the terms of the Master Settlement Agreement, by tobacco manufacturers to the State; and
- (iii) The State's rights to receive the tobacco settlement revenue referred to in (i) and (ii) of this definition, under the Master Settlement Agreement.

[The Remainder of This Page Intentionally Left Blank]

You are hereby instructed to pay 13.34% of each payment of the State's Tobacco Receipts, upon receipt by you, to the undersigned as provided in the Master Settlement Agreement as follows:

[PAYMENT DIRECTIONS]

STATE OF MICHIGAN [OR OTHER RESIDUAL CERTIFICATE OWNER]

By: _____

Its: _____

Dated: _____

APPENDIX B

AMENDED AND RESTATED NOTIFICATION OF SALE OF TOBACCO SETTLEMENT REVENUES

The State of Michigan (the "State"), party to that certain Master Settlement Agreement (and related documents) entered into on November 23, 1998, and incorporated into the Consent Decree and Final Judgment of the Ingham County Circuit Court dated December 7, 1998 relating to such agreement, as the same has been and may be corrected, amended or modified, in the action entitled Kelley Ex Rel. Michigan v. Philip Morris, Incorporated, et al., Ingham County Circuit Court, docket no. 96-84281CZ (the "Master Settlement Agreement"), hereby notifies you, as Escrow Trustee under the Master Settlement Agreement, that the State has sold the Sold Tobacco Receipts to the Michigan Tobacco Settlement Finance Authority (the "Authority"). Such sale was made pursuant to the terms of an Amended and Restated Purchase and Sale Agreement, dated as of June 1, 2008, between the State and the Authority (the "Sale Agreement"). Pursuant to the Sale Agreement, the State is the owner of a Residual Certificate, a copy of which is attached hereto. The definition of "Sold Tobacco Receipts" and the related definition of "State's Tobacco Receipts" are reproduced from the Sale Agreement below.

"Sold Tobacco Receipts" means the right, title and interest to 13.34% of the State's Tobacco Receipts. The Sold Tobacco Receipts specifically include 13.34% of any amounts due to the State and withheld or deposited in the Disputed Payments Account on or after April 1, 2008 by the tobacco manufacturers as a result of a dispute as to the amount of a payment required to be made by them under the MSA and that are subsequently paid by the tobacco manufacturers or released from the Disputed Payments Account, but specifically excludes any right to or interest in amounts withheld or deposited in the Disputed Payments Account before April 1, 2008. The Sold Tobacco Receipts do not include any of the 2007 Sold Tobacco Receipts.

"State's Tobacco Receipts" means all of the following:

- (i) All tobacco settlement revenue that is received by the State that is required to be made, under the terms of the Master Settlement Agreement, by tobacco manufacturers to the State, and that is payable to the State on or after April 1, 2008;
- (ii) All lump sum or partial lump sum payments of tobacco settlement revenue, whenever received, that are allocable to a payment that is payable on or after April 1, 2008, under the terms of the Master Settlement Agreement, by tobacco manufacturers to the State; and
- (iii) The State's rights to receive the tobacco settlement revenue referred to in (i) and (ii) of this definition, under the Master Settlement Agreement.

[The Remainder of This Page Intentionally Left Blank]

You are hereby irrevocably instructed to pay 13.34% of each payment of the State's Tobacco Receipts, upon receipt by you, to the Bank of New York Trust Company, N.A. or its successor, as Trustee for all subseries of the Authority's Tobacco Settlement Asset-Backed Bonds, Series 2006 and the Authority's Tobacco Settlement Asset-Backed Bonds, Series 2008, and any bonds issued to refund such bonds, in accordance with the following instructions, until such time as you receive a duly executed direction from the owner of the Residual Certificate, in substantially the form attached as Exhibit 2 to the Residual Certificate:

[Trustee Wire Instructions]

The balance of each payment of the State's Tobacco Receipts shall continue to be paid to the Authority or to the Trustee in accordance with previous payment instructions.

STATE OF MICHIGAN

By: _____
State Treasurer

Dated: June __, 2008

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Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of April 29, 2008, and the special meeting of May 6, 2008. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Report covering the regular meeting held April 29, 2008, and the special meeting held May 6, 2008, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

APPROVED

May 6, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on April 30, 2008. Those present
being:

Chairperson: Joseph Pavona, representing Approved _____
Secretary of State Land

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Chris Antieau, Tom Graf, Department of Environmental Quality;
Sherry Bond, Janet Rouse, Department of Management and Budget;
Keith Brown, Myron Frierson, Connie Hanrahan, Amy Meldrum, Kathy
Popoff, Wayne Roe, Jr., Betsy Steudle, Karen Watson, Roberta
Welke, Department of Transportation

There was no Department of Natural Resources agenda presented.

The Department of Environmental Quality agenda was presented.

Following discussion, Mr. Shell moved that the Environmental Quality
agenda be recommended to the State Administrative Board for approval.
Supported by Mr. Herzig, the motion was unanimously adopted.

The Department of Transportation regular and supplemental agendas were
presented.

Roberta Welke, of MDOT, gave a short presentation on the Value
Engineering Program for the T&NR Committee members as backup for
Item 142 on the regular agenda, the I-94/Kalamazoo Project/Extra
2008-024. Ms. Welke explained the history, costs, and savings for
this project and what could be expected in the future.

Additionally, the Committee members requested that items appearing
on the T&NR agenda in the future requesting additional money for
this I-94/Kalamazoo Project, give a thorough explanation and tie
them to Extra 2008-024.

Transportation and Natural Resources Committee Report
April 30, 2008
Page 2

Following discussion, Mr. Shell moved that the Transportation regular and supplemental agendas be recommended to the State Administrative Board for approval with Items 11 and 37 of the regular agenda contingent upon approval by the Office of Commission Audit; Item 37 of the regular agenda contingent upon approval by the Attorney General; and the supplemental agenda contingent upon additional review by the Transportation and Natural Resources Agenda Committee members. Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

April 30, 2008

State Administrative Board

May 6, 2008

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

SUBMERGED LANDS

1. Proposed Private Use Agreement (1.15 acres) of Lake Huron public trust bottomlands on Drummond Island, Chippewa County.

Applicant: Alvira Vechell (DEQ File LH 482).

Consideration: \$2,600 annual fee.

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (Part 325).
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$2,600 annual fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

2. Proposed Private Use Agreement (0.13 acre) of Lake Huron public trust bottomlands on Drummond Island, Chippewa County.

Applicant: Frank Arnold (DEQ File LH 481).

Consideration: \$440 annual fee.

- A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.

- B. Benefit:

Compliance with Part 325.

- C. Funding Source/Income to the State:

\$440 annual fee.

- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):

N/A

- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:

N/A

3. Proposed Private Use Agreement (0.20 acre) of Lake Michigan public trust bottomlands in Elmwood Township, Leelanau County.

Applicant: Sapphire Shores Owners Association (DEQ File LM 264).

Consideration: \$2,800 annual fee.

- A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.

- B. Benefit:

Compliance with Part 325.

- C. Funding Source/Income to the State:

\$2,800 annual fee.

- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):

N/A

- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:

N/A

4. Proposed Marina Lease to 1.95 acres of Lake Michigan public trust bottomlands in Elmwood Township, Leelanau County.

Applicant: Center Point Unlimited LLC (DEQ File LM 261).

Consideration: \$8,250 annual fee.

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State.
\$8,250 annual fee.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

5. Proposed Private Use Agreement (0.11 acres) of Lake Huron public trust bottomlands in Detour Township, Chippewa County.

Applicant: Jerry and Patricia Everhart (DEQ File LH 455).

Consideration: \$190 annual fee.

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$190 annual fee.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:

N/A

6. Proposed Private Use Agreement (4.60 acres) of Lake Huron public trust bottomlands in Presque Isle Township, Presque Isle County.

Applicant: Lafarge North America (DEQ File LH 464).

Consideration: \$20,000 annual fee.

- A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.

- B. Benefit:

Compliance with Part 325.

- C. Funding Source/Income to the State:

\$20,000 annual fee.

- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates therefore no quantity is guaranteed?) or not applicable (N/A):

N/A

- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:

N/A

7. Proposed Private Use Agreement (12.35 acres) of Lake Huron public trust bottomlands in the City of Alpena, Alpena County.

Applicant: Lafarge North America (DEQ File LH 467).

Consideration: \$39,800 annual fee.

- A. Purpose/Business Case (Why should the State do this now?):

To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.

- B. Benefit:

Compliance with Part 325.

- C. Funding Source/Income to the State:

\$39,800 annual fee.

- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):

N/A

- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:

Administrative Board Agenda

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April 22, 2008

N/A

Elizabeth M. Browne, Chief
Land and Water Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 30, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: May 6, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2005-0170/A1) between MDOT and the Northwestern Regional Airport Commission (NRAC) will increase the contract amount by \$214,060 due to higher than anticipated costs associated with the construction of the aircraft rescue and fire fighting (ARFF) building. The original contract provides for the construction of an ARFF building and the purchase of snow removal equipment (sweeper and plow with sander) at the Cherry Capital Airport in Traverse City, Michigan. The contract term remains unchanged, May 16, 2005, through May 15, 2025. The revised contract amount will be \$1,641,060. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$1,355,650	\$203,347	\$1,558,997
State Bond Funds	\$ 35,675	\$ 5,351	\$ 41,026
NRAC Funds	\$ 35,675	\$ 5,362	\$ 41,037
Total	<u>\$1,427,000</u>	<u>\$214,060</u>	<u>\$1,641,060</u>

Criticality: The federal grant requires closeout; delaying this project would disrupt the closeout schedule.

Purpose/Business Case: To increase the contract amount by \$214,060 to cover higher than anticipated costs associated with the construction of the ARFF building. The increases are attributed to various change orders for the building, as well as water and sewer connections and ARFF site pavements around the building.

Benefit: Will provide the additional funding needed to close the project.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% NRAC Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is the loss of federal funds for this project. A delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

Cost Reduction: The construction contract was procured through federal procurement guidelines and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49686.

2. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2007-0842/A1) between MDOT and the Tuscola Area Airport Authority (TAAA) will increase the contract amount by \$29,000 due to higher than anticipated costs associated with the installation of the taxiway lighting. The original contract provides for the installation of medium intensity taxiway lighting (MITL) at the Tuscola Area Airport in Caro, Michigan. The contract term remains unchanged, October 18, 2007, through October 17, 2027. The revised contract amount will be \$296,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$213,600	\$23,200	\$236,800
State Bond Funds	\$ 46,725	\$ 5,075	\$ 51,800
TAAA Funds	\$ 6,675	\$ 725	\$ 7,400
Total	<u>\$267,000</u>	<u>\$29,000</u>	<u>\$296,000</u>

Criticality: This project provides for the installation of MITL on the extended portion of the taxiway. Airport lighting is federally mandated to meet FAA operational safety requirements. A delay in the project could put the airport in noncompliance with FAA aircraft safety operations.

Purpose/Business Case: To increase the contract amount by \$29,000 to cover higher than anticipated costs associated with the installation of the MITL. The additional lighting requires increased capacity of the electrical vault and changes to the grounding standards and field circuitry routing.

Benefit: The completed project will enhance airport safety and will comply with FAA requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% TAAA Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not approved, the project cannot be completed as planned, as the local sponsor cannot afford the additional costs at this time without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48723.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Vegetation Management Plan

Contract (2008-0228) between MDOT and the County of Oakland will provide federal and state grant funds for the preparation of a vegetation management plan, including National Environmental Policy Act (NEPA) documentation, at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$88,000. Source of Funds: FAA Funds (via block grant) - \$70,400; State Bond Funds - \$15,400; Oakland County Funds - \$2,200.

Criticality: This project will ensure that obstructions in the west approach can be removed in a timely manner. It is expected to result in long-term cost savings for the sponsor by facilitating land management that is more congruous with airport operations.

Purpose/Business Case: To provide for the preparation of a vegetation management plan, including NEPA documentation.

Benefit: Will comply with NEPA requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Contamination Assessment and Wetland Delineation

Contract (2008-0229) between MDOT and the County of Oakland will provide federal and state grant funds for contamination assessment and wetland delineation at the Oakland/Southwest Airport in New Hudson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$15,800. Source of Funds: FAA Funds (via block grant) - \$12,640; State Bond Funds - \$2,765; Oakland County Funds - \$395.

Criticality: It is necessary to initiate the wetland delineation during the 2008 growing season. Both aspects of this project are necessary to complete analysis for the pending runway safety area project.

Purpose/Business Case: To provide for contamination assessment and wetland delineation at the Oakland/Southwest Airport.

Benefit: Will demonstrate compliance with environmental requirements.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oakland County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48327.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2008-0235) between MDOT and the City of Ann Arbor will provide federal and state grant funds for the design and construction of a facility to store snow removal equipment (SRE), the preparation of a hangar site area, and the update of the airport layout plan (ALP) at the Ann Arbor Municipal Airport in Ann Arbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$1,297,864. Source of Funds: FAA Funds (via block grant) - \$696,291; State Bond Funds - \$558,438; City of Ann Arbor Funds - \$43,135.

Criticality: The SRE building will provide a facility for storing and maintaining the airport's equipment, in accordance with FAA standards. The site preparation is essential for the new hangar area. The update of the ALP will ensure that future development projects are designed and constructed to the latest federal and state standards.

Purpose/Business Case: To provide for the development of engineering plans for and the construction of a facility to store SRE, the preparation of a hangar site area, and the update of the airport layout plan.

Benefit: Will comply with current FAA standards and requirements.

Funding Source: 53.65% FAA Funds; 43.03% State Bond Funds; 3.32% City of Ann Arbor Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be let locally and awarded to the lowest bidder. The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48108.

6. *AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2008-0237) between MDOT and C&S Engineers, Inc., will provide federal and state grant funds for the performance of design engineering services for the rehabilitation of the aircraft parking apron and taxiways at the Canton-Plymouth-Mettetal Airport in Plymouth, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. The estimated project amount will be \$39,412. Source of Funds: FAA Funds (via block grant) - \$31,530; State Bond Funds - \$7,882.

Criticality: The existing terminal apron is in poor condition and needs to be rehabilitated. The engineering consultant will determine apron and taxiway design needs and will establish a baseline for critical construction costs. This project will reduce the potential for loose material to be ingested into jet engines, which could result in costly repairs or injuries to ground personnel. The design phase must be completed at this time in order to allow the project to be completed during the 2008 construction season.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of the aircraft parking apron and taxiways.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: 80% FAA Funds and 20% State Bond Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

* Denotes a non-standard contract/amendment

Cost Reduction: The costs for the design engineering were negotiated for cost reductions.

Selection: Qualification-based.

New Project Identification: This is a new project.

Zip Code: 48187.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Approach Clearing

Contract (2008-0242) between MDOT and the Antrim County Board of Commissioners will provide federal and state grant funds for approach clearing (phase 1) on runway 2/20 at the Antrim County Airport in Bellaire, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$66,000. Source of Funds: FAA Funds (via block grant) - \$52,800; State Bond Funds - \$11,550; Antrim County Funds - \$1,650.

Criticality: This project will provide an unobstructed approach to the runway, as mandated by the FAA, and will increase the safety margin for aeronautical activity. Delaying the project would promote an unsafe airport condition by not addressing known obstructions.

Purpose/Business Case: To provide for approach clearing (phase 1) on runway 2/20.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Antrim County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The project will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49615.

8. *AERONAUTICS AND FREIGHT SERVICES (Freight) - Michigan Rail Loan Assistance Program

Contract (2008-0200) between MDOT and Columbian Enterprises will provide a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of a 0.7 mile long railroad spur. The spur originates at the CSX Transportation, Inc. (CSXT), yard in Wyoming, Michigan, and terminates at the Columbian Enterprises warehouse. Columbian Enterprises is a third-party logistics company providing logistics, transportation, and warehousing services to its customers. In July 2007, CSXT took the spur out of service because of washouts and bridge conditions. The project will allow Columbian Enterprises to rehabilitate the track and restore rail service to customers desiring rail service. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$80,600. Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$72,540; Columbian Enterprises Funds - \$8,060.

Criticality: Columbian Enterprises lost its rail service in July 2007 because washouts and bridge conditions forced the operating railroad (CSXT) to take the line out of service. Neither CSXT nor Norfolk Southern Corporation (NS), the owner of the line, is willing to pay to rehabilitate the line. Columbian Enterprises is willing to pay for the rehabilitation of the spur because the company has lost existing and potential business due to the lack of rail service. The company's ability to service customers depends on re-establishing rail service to its facility. If the project is not undertaken, it is likely that CSXT will seek to discontinue its trackage rights over the line.

Purpose/Business Case: This contract will provide MiRLAP loan funding to Columbian Enterprises to rehabilitate the spur and restore rail service to its facility.

Benefit: Columbian Enterprises will be able to market its warehousing and logistics services to companies desiring rail service, which will result in economic benefits for both Columbian Enterprises and the companies it serves.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds -\$72,540; Columbian Enterprises - \$8,060.

Commitment Level: The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$72,540.

Risk Assessment: If the project is not undertaken, Columbian Enterprises will not be able to serve customers desiring rail service, and CSXT will likely seek to discontinue its trackage rights over the line.

Cost Reduction: Eligible costs will be reimbursed only after the company has contributed its matching share of project costs. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

9. **AERONAUTICS AND FREIGHT (Freight) - Railroad Crossing Closure**

Contract (2008-0226) between MDOT and the Menominee County Road Commission will provide a lump sum incentive payment in exchange for the Menominee County Road Commission's action to close Apple Blossom Lane at its grade crossing with the Wisconsin Central Ltd. tracks in Menominee County. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of the award until the last obligation between the parties has been fulfilled. The total contract amount will be \$57,500. Source of Funds: FY 2008 State Restricted Trunkline Funds - \$50,000; Federal Highway Administration (FHWA) Funds - \$7,500.

Criticality: Permanently closing a crossing to vehicular traffic ensures that no motorist will be injured or killed at the crossing in the future. The availability of this incentive funding, which the Menominee County Road Commission may use for any transportation purpose, was critical to the decision to close the crossing.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Both Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) and federal law (USC Title 23, Section 130) provide for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the Menominee County Road Commission for the purpose of enhancing motorist safety. Closing Apple Blossom Lane at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for these closures comes from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and USC Title 23, Section 130, respectively. FY 2008 State Restricted Trunkline Funds - \$50,000; FHWA Funds - \$7,500.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: If this cash incentive payment is not made available, the road will not be closed and the resulting safety benefits will not be realized.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49845.

10. *AERONAUTICS AND FREIGHT (Freight) - Economic Development

Contract (2008-0234) between MDOT and Van Beek Nutrition, Inc., will provide financial assistance in the form of a loan for the construction of a 1,028-foot rail spur track, which will expand rail freight transportation and promote economic development in Schoolcraft Township, Kalamazoo County. This project will provide Van Beek Nutrition, Inc., with rail access to its newly built facility. The project will facilitate the creation of up to eight new full-time positions. The estimated project amount will be \$151,905.24. MDOT will loan Van Beek Nutrition, Inc., \$75,952.62 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Van Beek Nutrition, Inc., meets its annual shipping commitment. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. Source of Funds: FY 2008 State Restricted Comprehensive Transportation Funds - \$75,952.62; Van Beek Nutrition, Inc., Funds - \$75,952.62.

Criticality: This project will provide rail access to the newly built Van Beek Nutrition, Inc., facility. Van Beek Nutrition, Inc., is a privately owned Iowa-based corporation. This economic development project will provide up to eight new jobs in the area. If the project is not undertaken this construction season, it is likely that Michigan will lose the opportunity to gain the economic benefits of the project.

Purpose/Business Case: The contract will provide financial assistance in the form of a loan for the construction of 1,028 feet of new track to serve the newly built facility.

Benefit: This project will provide rail access to a newly built premix custom feed production facility. The project will facilitate the creation of up to eight full-time jobs in Schoolcraft Township. This project will allow the new facility to ship vitamin and mineral premixes to Michigan dairies from a Michigan-based facility and allow it to ship feed premixes into neighboring states.

Funding Source: FY 2008 State Restricted Comprehensive Transportation Funds - \$75,952.62; Van Beek Nutrition, Inc., Funds - \$75,952.62.

Commitment Level: The contract is based on an estimate from the applicant. Only actual project costs up to the contract amount will be reimbursed.

Risk Assessment: Failure to approve this contract will result in the loss of economic growth and job creation to this area.

Cost Reduction: Van Beek Nutrition, Inc., will award the project to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49071.

11. *EXECUTIVE (Office of Economic Development and Enhancement) – Capital Advance Option

Amendatory Contract (2006-0483/A2) between MDOT and Michigan Fitness Foundation will provide for the option of one capital advance per authorization under this indefinite delivery of services (IDS) contract. The original IDS contract provides for program development, project management, education and outreach, and technical assistance services to support the federal Safe Routes to School Program to be performed on an as needed/when needed basis. The contract term remains unchanged, March 1, 2006, through September 30, 2009. The contract amount remains unchanged at \$3,250,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Criticality: The capital advance option is essential to the schools' ability to utilize the federal funding awarded to them for the implementation of non-infrastructure components of the SR2S Program.

Purpose/Business Case: To provide the option of one capital advance per authorization, based on federal guidance related specifically to this project.

Benefit: MDOT, at its discretion, will be able to allow one capital advance per authorization. A working capital advance is a payment equal to the average of one invoicing cycle (generally one month) that is netted at the conclusion of billable services. This will provide MFF the ability to make payments and grant disbursements prior to receiving the Federal SR2S funding from MDOT. Any errors will be the financial responsibility of MFF.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: If this amendment is not approved, a capital advance option will not be available.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Best source.

New Project Identification: This is not a new project.

Zip Code: 48909.

12. *EXECUTIVE - TRAC Scholarships

Contract (2008-0239) between MDOT and the University of Detroit Mercy will provide one-time University scholarships for students who successfully complete Transportation and Civil Engineering (TRAC) Program summer internships with MDOT, choose to study civil engineering at the University, and are accepted by the University. The TRAC Program integrates transportation and civil engineering concepts into middle and high school science, mathematics, and social science classes to engage students in real world applications, problem-solving, and critical thinking and to encourage them to consider careers in transportation and civil engineering. MDOT is offering summer internships to students who have completed middle/high school classes that used the TRAC Program. For each academic year of the contract, the University will provide one-time scholarships of \$2,500 each for up to five students. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$37,500. Source of Funds: 100% University of Detroit Mercy Funds.

Criticality: The transportation industry expects to experience a shortage of civil engineers in the near future because the average civil engineer is within ten years of retirement. This contract will support the educational development of civil engineers by offering one-time University scholarships for up to 15 civil engineering students.

Purpose/Business Case: This contract is with a civil engineering accredited university that will donate one-time scholarships for TRAC Program summer internship students to pursue their education in civil engineering. In order to be eligible for the scholarships, students must attend middle/high school classes that use the TRAC Program, successfully complete summer internships with MDOT, choose to study civil engineering at the University, and be accepted by the University.

Benefit: By engaging students in real-world transportation and civil engineering concepts and problem-solving, the TRAC Program connects middle/high school and college students to the working world of transportation and inspires them to consider careers in transportation and civil engineering.

Funding Source: 100% University of Detroit Mercy Funds.

Commitment Level: One-time scholarships funded entirely by the University.

Risk Assessment: Through the TRAC Program, MDOT is creating a pathway from middle/high school through college to encourage students' interests in and help them prepare for careers in civil engineering as a way of counteracting the anticipated shortage of civil engineers in the transportation industry. If the contract is not approved, MDOT will lose an opportunity to address the anticipated shortage of civil engineers in the near future at no cost to MDOT.

Cost Reduction: N/A. The scholarships are funded entirely by the University.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48820.

13. *EXECUTIVE - TRAC Scholarships

Contract (2008-0240) between MDOT and Lawrence Technological University will provide one-time University scholarships for students who successfully complete Transportation and Civil Engineering (TRAC) Program summer internships with MDOT, choose to study civil engineering at the University, and are accepted by the University. The TRAC Program integrates transportation and civil engineering concepts into middle and high school science, mathematics, and social science classes to engage students in real world applications, problem-solving, and critical thinking and to encourage them to consider careers in transportation and civil engineering. MDOT is offering summer internships to students who have completed middle/high school classes that used the TRAC Program. For each academic year of the contract, the University will provide one-time scholarships of \$2,500 each for up to five students. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$37,500. Source of Funds: 100% Lawrence Technological University Funds.

Criticality: The transportation industry expects to experience a shortage of civil engineers in the near future because the average civil engineer is within ten years of retirement. This contract will support the educational development of civil engineers by offering one-time University scholarships for up to 15 civil engineering students.

Purpose/Business Case: This contract is with a civil engineering accredited university that will donate one-time scholarships for TRAC Program summer internship students to pursue their education in civil engineering. In order to be eligible for the scholarships, students must attend middle/high school classes that use the TRAC Program, successfully complete summer internships with MDOT, choose to study civil engineering at the University, and be accepted by the University.

Benefit: By engaging students in real-world transportation and civil engineering concepts and problem-solving, the TRAC Program connects middle/high school and college students to the working world of transportation and inspires them to consider careers in transportation and civil engineering.

Funding Source: 100% Lawrence Technological University Funds.

Commitment Level: One-time scholarships funded entirely by the University.

Risk Assessment: Through the TRAC Program, MDOT is creating a pathway from middle/high school through college to encourage students' interests in and help them prepare for careers in civil engineering as a way of counteracting the anticipated shortage of civil engineers in the transportation industry. If the contract is not approved, MDOT will lose an opportunity to address the anticipated shortage of civil engineers in the near future at no cost to MDOT.

Cost Reduction: N/A. The scholarships are funded entirely by the University.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48820.

14. *EXECUTIVE - TRAC Scholarships

Contract (2008-0241) between MDOT and the University of Michigan will provide one-time University scholarships for students who successfully complete Transportation and Civil Engineering (TRAC) Program summer internships with MDOT, choose to study civil engineering at the University, and are accepted by the University. The TRAC Program integrates transportation and civil engineering concepts into middle and high school science, mathematics, and social science classes to engage students in real world applications, problem-solving, and critical thinking and to encourage them to consider careers in transportation and civil engineering. MDOT is offering summer internships to students who have completed middle/high school classes that used the TRAC Program. For each academic year of the contract, the University will provide one-time scholarships of \$2,500 each for up to five students. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$37,500. Source of Funds: 100% University of Michigan Funds.

Criticality: The transportation industry expects to experience a shortage of civil engineers in the near future because the average civil engineer is within ten years of retirement. This contract will support the educational development of civil engineers by offering one-time University scholarships for up to 15 civil engineering students.

Purpose/Business Case: This contract is with a civil engineering accredited university that will donate one-time scholarships for TRAC Program summer internship students to pursue their education in civil engineering. In order to be eligible for the scholarships, students must attend middle/high school classes that use the TRAC Program, successfully complete summer internships with MDOT, choose to study civil engineering at the University, and be accepted by the University.

Benefit: By engaging students in real-world transportation and civil engineering concepts and problem-solving, the TRAC Program connects middle/high school and college students to the working world of transportation and inspires them to consider careers in transportation and civil engineering.

Funding Source: 100% University of Michigan Funds.

Commitment Level: One-time scholarships funded entirely by the University.

Risk Assessment: Through the TRAC Program, MDOT is creating a pathway from middle/high school through college to encourage students' interests in and help them prepare for careers in civil engineering as a way of counteracting the anticipated shortage of civil engineers in the transportation industry. If the contract is not approved, MDOT will lose an opportunity to address the anticipated shortage of civil engineers in the near future at no cost to MDOT.

Cost Reduction: N/A. The scholarships are funded entirely by the University.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48820.

15. *FINANCE & ADMINISTRATION – Revise Milestones, Add Dispute Resolution Provisions

Amendatory Contract (2008-0048/A1) between MDOT and High Street Consulting Group, LLC, will revise the project milestones and will add dispute resolution provisions to the contract. The original contract provides for the development of financial plan templates for use by MDOT staff to meet Federal Highway Administration (FHWA) requirements for major projects. The contract term remains unchanged, February 4, 2008, through September 30, 2008. The contract amount remains unchanged at \$92,457. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The contract provides for lump sum payments to be made to the consultant upon the accomplishment of defined milestones. The milestones will be revised, as negotiated, and the corresponding lump sum payments will be changed from three to four (with no increase in contract amount). The amendment will also add dispute resolution provisions to the contract. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To revise the project milestones and add dispute resolution provisions to the contract. These changes were negotiated with the consultant.

Benefit: Will provide for negotiated changes to the contract to be made, including the revision of the defined milestones and the addition of dispute resolution provisions.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The contract amount was negotiated based on needed services.

Risk Assessment: If this amendment is not approved, the changes will not be made and the negotiated terms will not be realized.

Cost Reduction: Training staff in-house to develop the plans will be the most cost efficient way to meet the FHWA requirement. The costs of the templates and training will be much less than the costs of hiring a consultant to develop a financial plan for each separate project.

Selection: N/A for amendment; best value for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

16. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z13/R2) under Contract (2004-0161) between MDOT and Bergmann Associates, Inc., will renew the authorization and extend the authorization term by one year to provide sufficient time for the consultant to complete the design services and remain available until the construction phase of the project begins. The additional time is needed because the construction was scheduled later than anticipated. The original authorization provides for design services to be performed for M-37 from M-46 to 300 feet south of Moon Road and on M-46 from 1,200 feet west of M-37 to M-37 in Casnovia Township, Muskegon County (CS 61131 – JN 77964C). The revised authorization term will be from August 17, 2005, through April 7, 2009, and from the date of award of this revision through April 7, 2009. No costs will be incurred between the expiration date of the original authorization and the date of award of this revision. The authorization amount remains unchanged at \$269,266.76. The contract term will be April 7, 2004, through April 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Completion of the project design is critical to MDOT's ability to deliver the program and spend federal funds allocated to the construction phase of the project. Further delays in the design would result in the need for additional funds to complete the design work due to inefficiency and rising hourly rates.

Purpose/Business Case: To renew the authorization and extend the authorization term by one year to provide sufficient time for the consultant to complete the design services and remain available until the construction phase of the project begins. A later than anticipated construction schedule requires that the plans for this project be completed later, as well.

Benefit: Will allow the consultant to complete the services.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the services.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49318.

17. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z11/R2) under Contract (2005-0218) between MDOT and Rowe Incorporated will renew the authorization and extend the authorization term by two years to allow the consultant to continue the design services and remain available until the construction phase begins. The authorization expired due to an administrative error. Funding constraints require the construction schedule for this project be moved from 2008 to 2010. The original authorization provides for the performance of design services for the rehabilitation of US-24 business route (Cass Avenue) for 1.183 miles from Cesar E. Chavez Avenue to the Wide Track Loop in the city of Pontiac, Oakland County (CS 63152 – JN 72403C). The revised authorization term will be from May 23, 2006, through May 4, 2008, and from the date of award of this revision through May 3, 2010. No costs will be incurred between the expiration date of the original authorization and the date of award of this revision. The authorization amount remains unchanged at \$371,559.05. The contract term is May 4, 2005, through May 3, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Highway Funds.

Criticality: Authorization (Z11) must be extended to allow the consultant to continue to provide the design services at no additional cost and to remain available until the construction phase begins. The original authorization expired on May 4, 2008. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To renew the authorization and extend the authorization term by two years to allow the consultant to continue to provide the design services and to remain available until the construction phase begins. The construction phase of this project is planned for 2010.

Benefit: The design plans will be completed at no additional cost to MDOT.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Highway Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design plans will not be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48342.

18. HIGHWAYS - Time Extension

Amendatory Contract (2006-0128/A1) between MDOT and HNTB Michigan, Inc., will extend the contract term by ten months to provide sufficient time for the consultant to complete the services. The additional time is needed because MDOT staffing changes delayed the assignment of the remaining tasks. The original contract provides for traffic incident management services to be performed within the Metro Region. The revised contract term will be June 16, 2006, through March 31, 2009. The contract amount remains unchanged at \$479,980. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Effective traffic incident management is critical for the safe operation of the state trunkline system. The additional time will allow the consultant team to complete the remaining tasks. The services will help to minimize disruptions to the movement of people and goods during traffic incidents and to prevent secondary crashes along the trunkline system. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by ten months to provide sufficient time for the consultant to complete the remaining tasks.

Benefit: The additional time will allow the consultant to complete the remaining tasks to continue MDOT's efforts to minimize disruptions to the flow of traffic in the Metro Region and improve state trunkline safety.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, support for the Region's traffic incident management program would not be completed, which would significantly curtail MDOT's involvement in traffic incident management efforts. Without MDOT's involvement, regional traffic incident management coordination would deteriorate, and traffic congestion and hazards on state trunklines would increase.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2006-0605) between MDOT and Tetra Tech of Michigan, P.C., will provide for engineering assistance services to be performed for the collection of bridge underclearance measurements for bridges statewide. The work will include measuring minimum bridge underclearances using MDOT's high-speed bridge underclearance measurement system and updating the records. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$108,800.36. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The underclearances of all bridges statewide must be measured so that accurate bridge underclearances can be posted on the bridges to avoid overload truck hits.

Purpose/Business Case: To provide for engineering assistance services to be performed for the collection of bridge underclearance measurements statewide. The work will include measuring minimum bridge underclearances using MDOT's high-speed bridge underclearance measurement system and updating the records.

Benefit: Will provide for accurate bridge underclearance measurements.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the bridge underclearance measurements may be taken using a less accurate (and more expensive) method. If MDOT does not update the bridge underclearance signs on the bridges, the bridges could be at risk of being hit by overload trucks.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2007-0460) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Southwest Region. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 26, 2010. The authorization amount will be \$240,000.12. The contract term is March 27, 2007, through March 26, 2010. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Testing of materials used in MDOT construction projects is required to secure FHWA funding and is critical to the quality and longevity of MDOT assets. These services are needed during this summer's construction. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Southwest Region. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z21) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for the development of design plans for 141.852 miles of non-freeway sign upgrading along M-46 and M-53 in the Bay Region (CS various - JN 102327C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$168,819.94. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Non-freeway sign upgrading is an annual program managed by MDOT. Projects are selected based on the ages and conditions of the signs in place along various highway segments. Some of the existing signs have already lost their retroreflectivity. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design plans for 141.852 miles of non-freeway sign upgrading along M-46 and M-53 in the Bay Region. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which include permanent non-freeway signing.

Benefit: To improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Increased public safety risks and loss of safety assets.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48706.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z22) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for the development of design plans for 80.555 miles of non-freeway sign upgrading along M-72, M-92, M-55, and M-27 in the Grayling Transportation Service Center (TSC) service area (CS various - JN 102317C). The work items include producing alignment base sheets, conducting a physical inventory of all signs, and drafting signing plans. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$101,737.27. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Non-freeway sign upgrading is an annual program managed by MDOT. Projects are selected based on the ages and conditions of the signs in place along various highway segments. Some of the existing signs have already lost their retroreflectivity. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design plans for 80.555 miles of non-freeway sign upgrading along M-72, M-92, M-55, and M-27 in the Grayling TSC service area. This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which include permanent non-freeway signing.

Benefit: To improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Increased public safety risks and loss of safety assets.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0008) between MDOT and Wilcox Professional Services, LLC, will provide for construction inspection and testing services to be performed for US-10 west of the Sanford Lake bridges to east of the Midland/Bay county line, Midland County (CS 56044 - JN 60433A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$137,630.68. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction inspection and testing services to be performed for US-10 west of the Sanford Lake bridges to east of the Midland/Bay county line, Midland County.

Benefit: Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a not new project.

Zip Code: 48642.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2008-0008) between MDOT and Wilcox Professional Services, LLC, will provide for construction inspection and testing services to be performed for US-10 over Sanford Lake, Midland County (CS 56044 - JN 83737A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$298,370.21. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for construction inspection and testing services to be performed for US-10 over Sanford Lake, Midland County.

Benefit: Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a not new project.

Zip Code: 48642.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2008-0008) between MDOT and Wilcox Professional Services, LLP, will provide for traffic signal design assistance services to be performed on an as-needed basis for various projects statewide (CS various - JN 102745C). The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$174,106.68. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: These services are critical to completing necessary projects in a timely manner. The services will allow MDOT to provide the proper paperwork, design plans, and accompanying signal timing to field inspection personnel. The services will also allow MDOT to update the SafeStat database, which will enable MDOT to collect fees associated with power consumption and maintenance costs. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for traffic signal design assistance services to be performed on an as-needed basis for various projects statewide. The work will include preparing transportation work authorization packages for the inspection of traffic signal installations and updating the SafeStat database. The database contains inventories of electronic traffic control devices and the cost participation information necessary for MDOT to collect the fees associated with power consumption and maintenance of the devices.

Benefit: The inspections will verify that the traffic control devices are properly installed for safe and efficient operation. The update of the SafeStat database will allow MDOT to collect the fees associated with power consumption and maintenance of the devices.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If these services are not performed and the SafeStat database is not updated, MDOT will not be able to collect the fees associated with power consumption and maintenance of the electronic traffic control devices from local agencies.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2008-0008) between MDOT and Wilcox Professional Services, LLC, will provide for as-needed inspection and testing services to be performed for the Kalamazoo Transportation Service Center (TSC) service area. The work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$388,190.16. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Inspection and testing services help to fulfill the Kalamazoo TSC's construction oversight needs, which is critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so that federal funding is maintained and not jeopardized on future projects. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Kalamazoo TSC service area.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0052) between MDOT and TranSystems Corporation of Michigan will provide for design services to be performed for sound walls to be constructed along I-94 from Monroe Boulevard to Beech Daly Road and along US-24 from Wick Road to Van Born Road in the city of Taylor, Wayne County (CS 82022 - JN 88420C). The work will include the performance of a design survey; the preparation of required plans, cross sections, details and specifications, and staging plans; the maintenance of the design project record; and the computation and verification of all plan quantities. The authorization will be in effect from the date of award through December 3, 2010. The authorization amount will be \$611,097.87. The contract term is December 4, 2007, through December 3, 2010. Source of Funds: 80% Federal Highway Administration Funds, 10% State Restricted Trunkline Funds, and 10% City of Taylor Funds.

Criticality: This authorization provides for the design of sound walls to be constructed at the I-94/US-24 interchange. The interchange was significantly reconfigured in 2003 as a single point urban interchange. A federal requirement for the environmental clearance was the construction of this sound wall within five years of completion of the project. As a result, this contract cannot be deferred until a later Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design services for the construction of new sound walls at the I-94 and US-24 interchange that will meet current standards.

Benefit: The sound walls will significantly reduce the road noise for area residents, and the federal requirement will be fulfilled.

Funding Source: 80% Federal Highway Administration Funds, 10% State Restricted Trunkline Funds, and 10% City of Taylor Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved and the sound walls are not designed and constructed, road noise will not be reduced for area residents, the federal requirement will not be fulfilled, funding for this project could be lost, and future federal funding could be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48180.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0098) between MDOT and Rowe Incorporated will provide for as-needed inspection and testing services to be performed for the Mount Pleasant Transportation Service Center (TSC) at various locations in Clare, Gladwin, Gratiot, Isabella, and Midland Counties. Work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 15, 2011. The authorization amount will be \$369,339.89. The contract term is January 16, 2008, through January 15, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for projects in the Bay Region administered by the Mount Pleasant TSC.

Benefit: Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48801.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0143) between MDOT and Materials Testing Consultants, Inc., will provide for as-needed geotechnical investigation services to be performed for various projects in the Southwest Region. The work items include soil borings, geotechnical investigation, soil classification, gradation analysis, permeability testing, and preparation of test reports. The authorization will be in effect from the date of award through February 20, 2011. The authorization amount will be \$472,588.56. The contract term is February 20, 2008, through February 20, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Geotechnical information provides design input for the design of roadways and pavements. It is essential that geotechnical service contracts are in place to ensure that data can be collected in a timely manner to facilitate design schedules. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed geotechnical investigation services to be performed for various projects in the Southwest Region.

Benefit: Will provide for testing services that are required by federal law to be performed on construction contract work, which will result in a high quality product. The geotechnical inspection services will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate geotechnical inspection services. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

30. HIGHWAYS - Design Engineering Services

Contract (2008-0153) between MDOT and Northwest Consultants, Inc., will provide for the performance of road design services for the reconstruction of M-150 (Rochester Road) in the city of Rochester, Oakland County (CS 63132 - JN 45725C). The work items include surveys for design and right-of-way, a drainage study, a crash analysis and safety review, and plans for road design, pavement marking, traffic signals, signing, and right-of-way. The contract will be in effect from the date of award through January 13, 2012. The contract amount will be \$398,460.79. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: M-150 in Rochester carries 30,000 vehicles per day, and 9 percent are commercial vehicles. The condition of the road has deteriorated significantly, and severe rutting is present. The ruts fill with water and freeze during cold weather, presenting a maintenance problem and a safety concern. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of road design services for the reconstruction of M-150 (Rochester Road) in the city of Rochester, Oakland County. The remaining service life of the roadway is estimated at zero to two years. The reconstruction will extend the service life of the roadway by approximately 20 years.

Benefit: The reconstruction of M-150 will improve the safety of the roadway and save maintenance costs.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the road is not reconstructed, potential safety risks will remain unaddressed and maintenance costs will increase.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48307.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0193) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of as-needed construction inspection and testing and geotechnical engineering services throughout the Bay Region. The services will include geotechnical engineering, aggregate inspection and testing, bituminous pavement inspection, density inspection and testing, portland cement concrete inspection and testing, technical assistance, engineering assistance, bridge painting inspection, and construction staking. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$799,781.87. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of as-needed construction inspection and testing and geotechnical engineering services throughout the Bay Region.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing these services could result in projects not having adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48455.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0193) between MDOT and Hubbell, Roth & Clark, Inc., will provide for as-needed inspection and testing services to be performed for the Traverse City and Cadillac Transportation Service Center (TSC) service areas in the North Region. The work items include reporting, measurement, computation, and documentation; reviewing plans for conflicts and errors; and finaling projects after construction is completed. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$154,899.61. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The inspection and testing services are critical to the success of the construction projects within the Traverse City and Cadillac TSC service areas and are required by federal law. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed consultant construction inspection and testing services to be performed for the Traverse City and Cadillac TSC service areas in the North Region.

Benefit: This authorization will provide for inspection and testing services that are required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not authorized, federal funding may be lost and the project will lack adequate inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49684.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0194) between MDOT and Northwest Consultants, Inc., will provide for design services to be performed for the rehabilitation of US-12 from Mason Street to the St. Joseph River in Porter and Constantine Townships, Cass and St. Joseph Counties (CS 14042 - JN 83996C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, and pavement marking plans and performing surveys. The authorization will be in effect from the date of award through April 1, 2011. The authorization amount will be \$652,802.80. The contract term is April 2, 2008, through April 1, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This roadway rehabilitation project is scheduled to be let in December 2010. In order to meet the letting date, the design/real estate phases of the project must commence at this time. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation of US-12 from Mason Street to the St. Joseph River in Porter and Constantine Townships, Cass and St. Joseph Counties.

Benefit: Will improve pavement condition and drainage, enhance public safety, and provide a safer and more efficient roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49130.

34. HIGHWAYS - IDS Engineering Services

Contract (2008-0227) between MDOT and TranSystems Corporation of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

35. HIGHWAYS - IDS Engineering Services

Contract (2008-0230) between MDOT and CNT Associates, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, State Restricted, or local funds, depending on the particular project authorized.

36. HIGHWAYS - IDS Engineering Services

Contract (2008-0243) between MDOT and HNTB Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

37. *HIGHWAYS - Development of 2010 Standard Specifications for Construction

Contract (2008-0245) between MDOT and Trauner Consulting Services, Inc., will provide for the development of a 2010 Standard Specifications for Construction for use by MDOT in conjunction with highway construction projects. The services will include assisting MDOT staff in formulating revised text, documenting all significant revisions, and producing the final standard specifications document ready for printing. The consultant will also work with MDOT staff to prepare a new edition of the Construction Manual and a Field Inspector's Pocket Guide and will assist in the preparation of presentation materials to allow MDOT to roll out the new specifications to the transportation construction industry throughout the state. The contract will be in effect from the date of award through April 30, 2011. The contract amount will be \$1,249,466.47. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The MDOT Standard Specifications for Construction and the Construction Manual are the primary source documents governing the administration of MDOT's road and bridge construction program. The standard specifications must be periodically revised in order to incorporate new contract award and administration requirements, construction methods, and construction materials specifications. The Construction Manual, which provides staff guidance on documentation and inspection practices required to ensure conformance with the standard specifications, must be revised each time the standard specifications are revised. The last time these documents were revised was in 2003. When complete, these will be issued as 2010 editions and will be in effect for seven to ten years. The expertise of the selected consultant is needed to work with and provide support services for MDOT staff and to recommend current best practices from other departments of transportation and the Federal Highway Administration.

Purpose/Business Case: The consultant will assist MDOT staff in formulating revised text, documenting all significant revisions, and producing the final standard specifications document for printing. The consultant will also work with MDOT staff to prepare a new edition of the Construction Manual and a Field Inspector's Pocket Guide and will assist in the preparation of presentation materials to allow MDOT to roll out the new specifications to the transportation construction industry throughout the state. Successful completion of this project will require that the consultant review existing MDOT documents pertaining to road and bridge construction, evaluate documentation by other state departments of transportation pertaining to road and bridge construction, evaluate current academic and commercial sources of information pertaining to construction materials specifications, and recommend additional best practices for consideration by MDOT.

Benefit: The manual will facilitate MDOT compliance with various statutes and permit requirements and will provide consistency in the roll out of the new specifications to the transportation construction industry throughout the state. Contracting for this service will allow the manual to be developed in a timely manner with input from MDOT staff, other stakeholders, and road and bridge construction experts.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the manual is not revised, the current practice of incorporating the necessary changes to the specifications on a project-by-project basis, with its inherent inconsistencies, will continue. This could result in higher construction costs for MDOT.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

38. HIGHWAYS - Participation for Construction Assistance

Contract (2008-5135) between MDOT and Michigan State University will provide for funding participation in the following activities utilizing State Local Jobs Today Funds:

The performance of construction assistance activities for the reconstruction and realignment work along Farm Lane from Mt. Hope Road to Wilson Road with underpasses for the railroad tracks of the CSX Transportation, Inc. (X01 of 33-10-21), and the railroad tracks of the Canadian National Railway (X02 of 33-10-21), including modification of staging plans to meet schedule revisions, plan revisions to incorporate unforeseen conditions that arise, and verification of substitutions or changes by the contractor during construction.

Estimated Funds:

Federal Highway Administration Funds	\$ 39,151.63
State Local Jobs Today Funds	\$ 9,787.91
Michigan State University Funds	<u>\$219,812.49</u>
Total Funds	<u>\$268,752.03</u>

HPSL 33010 – 87316; Ingham County
Construction Assistance through MDOT

Criticality: Delaying this contract would keep MDOT from properly billing the local agency for its share of the cost for this portion of the Farm Lane grade separation project.

Purpose/Business Case: To allow MDOT to bill Michigan State University for the local agency's share of the cost.

Benefit: Timely design assistance of problems that may occur during construction can be provided with the local agency paying its share of the cost.

Funding Source: Federal High Priority Project – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Funds, State Local Jobs Today Funds, and Michigan State University Funds.

Commitment Level: \$39,151.63 not to exceed 80% federal, \$9,787.91 not to exceed 20% state, and the balance by Michigan State University; based on estimate.

Risk Assessment: Without this contract, MDOT cannot properly bill Michigan State University for the local agency's share of the cost for this portion of the Farm Lane grade separation project.

Cost Reduction: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Selection: Qualifications-based for selection of consultant.

New Project Identification: This is not a new project.

Zip Code: 48825.

39. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5138) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

PART A

Drainage improvement, subgrade strengthening, and aggregate surface work along Krause Road from Brown Road northerly approximately 1.0 mile.

PART B

Clearing, subgrade strengthening, and aggregate surface work along Simmons Road from 3 Mile Road westerly approximately 0.7 miles.

PART C

Horizontal realignment work at the intersection of Hog Island Road and H-40, including subbase, aggregate base, chip seal, curb and gutter, and restoration work.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>
Federal Highway Administration Funds	\$69,900	\$69,900
Mackinac County Road Commission Funds	<u>\$17,500</u>	<u>\$17,500</u>
Total Funds	<u>\$87,400</u>	<u>\$87,400</u>

	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$31,400	\$171,200
Mackinac County Road Commission Funds	<u>\$ 7,900</u>	<u>\$ 42,900</u>
Total Funds	<u>\$39,300</u>	<u>\$214,100</u>

STL 49021 – 84630; STL 49049 – 84634; STH 49609 -100348
Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure. Delaying this project would adversely affect motorist safety.

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Will improve and extend the life of the roadway.

Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

Commitment Level: 80% federal, 20% Mackinac County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49827.

40. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5143) between MDOT and the City of Alpena will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Long Rapids Road from Chisholm Street (Highway US-23) westerly approximately 2,700 feet.

Estimated Funds:

State Restricted TED Funds	\$373,700
City of Alpena Funds	<u>\$249,100</u>
Total Funds	<u>\$622,800</u>

EDF 04566 – 102845; Alpena County
Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Alpena Funds.

Commitment Level: 60% state up to \$375,000 and the balance by the City of Alpena; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49707.

41. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5154) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Double chip seal, aggregate base conditioning, and aggregate shoulder work along Black Point Road from approximately 0.05 miles north of Charles Moran Road northerly and westerly 1.4 miles.

Estimated Funds:

Federal Highway Administration Funds	\$71,300
Mackinac County Road Commission Funds	<u>\$17,800</u>
Total Funds	<u>\$89,100</u>

STL 49036 - 89942
Local Force Account

Criticality: Rehabilitation of the roadway is necessary to prevent failure of the pavement structure. Delaying this project would adversely affect motorist safety.

Purpose/Business Case: To preserve and extend the life of the roadway.

Benefit: Will improve and extend the life of the roadway.

Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

Commitment Level: 80% federal, 20% Mackinac County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49760.

42. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2008-5160) between MDOT and the City of Kingsford will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Evergreen Court from West Pyle Drive to Woodward Avenue.

Estimated Funds:

State Restricted TED Funds	\$229,545
City of Kingsford Funds	<u>\$102,755</u>
Total Funds	<u>\$332,300</u>

EDA 22522 – 102565; Dickinson County
Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Kingsford Funds.

Commitment Level: 70% state up to \$229,545 and the balance by the City of Kingsford; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49802.

43. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5165) between MDOT and the City of Albion will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category F Funds:

Reconstruction work along Clark Street from Michigan Avenue to North Street.

Estimated Funds:

State Restricted TED Funds	\$375,000
City of Albion Funds	<u>\$105,000</u>
Total Funds	<u>\$480,000</u>

EDF 13566 – 102761; Calhoun County
Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Albion Funds.

Commitment Level: 79% state up to \$375,000 and the balance by the City of Albion; based on estimate.

Risk Assessment: Without this contract, there would be a possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49224.

44. HIGHWAYS (Maintenance) - IDS Maintenance Services

Authorization (Z4) under Contract (2006-0144) between MDOT and Progress Company will provide for abrasive blast cleaning of structural steel members and coating of metal surfaces under the pedestrian bridge at Lakeport State Park on M-25. The work items include blast cleaning and painting a total area of 1873 square feet of structural steel and controlling traffic. The authorization will be in effect from the date of award through May 22, 2008. The authorization amount will be \$31,666.50. The contract term is April 27, 2006, through April 27, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service were not performed, the steel beams would be subject to rust, which would weaken the bridge and create a safety hazard. Blast cleaning of structural steel on bridges is necessary to protect the integrity of the beams.

Purpose/Business Case: To provide for blast cleaning of structural steel members painted with lead-based paints under the pedestrian bridge at Lakeport State Park on M-25.

Benefit: Will prevent rust on steel beam supports on the bridge.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If this authorization is not approved, the project will not be completed and rust could erode the steel support structures on the bridge and undermine its integrity.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Code: 48174.

45. ***HIGHWAYS (Maintenance) - Increase Amount, Extend Term**

Amendatory Contract (2006-0236/A2) between MDOT and the Genesee County Road Commission (CRC) will increase the contract amount by \$100,000 due to higher than anticipated costs associated with the construction of the chemical storage facility and will extend the project completion period by 18 months to provide sufficient time for the CRC to complete the construction of the storage facility. The additional time is needed because the construction bids came in at higher amounts than anticipated, which required additional internal approvals. The original contract provides for the construction of a concrete wall bulk chemical storage facility for the storage of bulk chemicals to be used on state trunkline highways and county roads in Otsego County. The revised project completion period will be May 5, 2006, through November 1, 2009. The contract term remains unchanged, from May 5, 2006, until five years after the construction of the storage facility is complete. The revised contract amount will be \$500,000. Source of Funds: 33% State Restricted Trunkline Funds and 67% Genesee County Road Commission Funds.

Criticality: The amendment will increase the contract amount to the actual cost of building the chemical storage facility and will extend the project completion period to provide sufficient time for the CRC to complete the construction of the storage facility. The chemical storage facility is essential to the operation and maintenance of state trunkline highways in Genesee County.

Purpose/Business Case: To increase the contract amount to the actual cost of building the chemical storage facility and to extend the project completion period by 18 months to provide sufficient time for the CRC to complete the construction of the storage facility.

Benefit: Will provide the CRC with sufficient time and funding for the completion of the chemical storage facility.

Funding Source: 33% State Restricted Trunkline Funds and 67% Genesee County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: If the amendment is not approved, the CRC will not have sufficient time or funding for the completion of the chemical storage facility.

Cost Reduction: Construction of the chemical storage facility is monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

46. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2008-0221) between MDOT and the City of Southfield will provide for state trunkline maintenance services to be performed on state trunklines within the city of Southfield. The contract will be in effect from the date of award through September 30, 2009.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c).

This contract is on a cost reimbursement basis, subject to final audit to actual costs. The estimated contract amount will be \$20,000. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This contract will provide for routine state trunkline maintenance services to be performed. Such maintenance services are essential to the safe operation of state trunkline highways in the city of Southfield.

Purpose/Business Case: To provide for routine maintenance services to be performed on state trunklines in the city of Southfield.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the city.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance may result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract will provide for the performance of routine maintenance services.

Zip Code: 48037.

47. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2008-0231) between MDOT and the Dickinson County Road Commission will provide for the construction of a chemical storage facility in Breitung Township, Dickinson County. The contract will be in effect from the date of award through two years. The contract amount will be \$600,000. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility were not constructed, maintenance of the state trunklines and county roads would be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for the construction of a chemical storage facility in Breitung Township, Dickinson County. The chemical storage building will be a concrete wall bulk facility with a fabric cover and a capacity of approximately 2,800 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Dickinson County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49801.

48. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2008-0232) between MDOT and the Washtenaw County Road Commission will provide for the construction of a chemical storage facility in the city of Chelsea, Washtenaw County. The contract will be in effect from the date of award through two years. The contract amount will be \$400,000. Source of Funds: 32% State Restricted Trunkline Funds and 68% Washtenaw County Road Commission Funds.

Criticality: Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility were not constructed, maintenance of the state trunklines and county roads would be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for the construction of a chemical storage facility in the City of Chelsea, Washtenaw County. The chemical storage building will be a high arch facility with a capacity of approximately 1,750 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 32% State Restricted Trunkline Funds and 68% Washtenaw County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Washtenaw County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 48103.

49. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2008-0233) between MDOT and the Cheboygan County Road Commission will provide for the construction of a chemical storage facility located at Indian River, Cheboygan County. The contract will be in effect from the date of award through two years. The contract amount will be \$700,000. Source of Funds: 74% State Restricted Trunkline Funds and 26% Cheboygan County Road Commission Funds.

Criticality: Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility were not constructed, maintenance of the state trunklines and county roads would be delayed, which could result in unsafe road conditions.

Purpose/Business Case: To provide for the construction of a chemical storage facility in the City of Indian River, Cheboygan County. The chemical storage building will be a concrete wall bulk facility with a fabric cover and a capacity of approximately 4,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

Benefit: Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

Funding Source: 74% State Restricted Trunkline Funds and 26% Cheboygan County Road Commission Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Cheboygan County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49749.

50. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z17/R1) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will extend the authorization term by 16 months to provide sufficient time for AATA to complete the project. The additional time is needed because AATA is delaying the purchase of maintenance equipment until the renovation of the maintenance area is complete. The original authorization provides state matching funds in the form of toll credits for AATA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be June 9, 2005, through October 8, 2009. The authorization amount remains unchanged at \$2,608,000. The toll credit amount remains unchanged at \$521,600. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,608,000.

Criticality: Approval at this time is critical to allow the purchase of equipment necessary to maintain safe operation of transit vehicles.

Purpose/Business Case: To extend the authorization term by 16 months to provide sufficient time for AATA to purchase maintenance equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds- \$2,608,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48104.

51. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z5/R2) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the authorization term by two years to provide sufficient time for BWATC to complete the project. To avoid the labor and expense of moving and reinstalling maintenance equipment at the new facility, BWATC has delayed the purchase of in-floor vehicle hoists until the construction of its new facility is complete. Also, parts for engine and transmission rehabilitation were not needed as soon as anticipated because the original parts lasted longer than expected due to good maintenance practices and the operation of natural gas-fueled buses. The original authorization provides state matching funds for BWATC's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be June 18, 2003, through June 17, 2010. The authorization amount remains unchanged at \$236,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$189,200; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$47,300.

Criticality: Approval at this time is critical to allow BWATC to purchase maintenance equipment and spare parts to ensure safe operation of transit vehicles.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for BWATC to purchase maintenance equipment and spare parts for rehabilitation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds- \$189,200; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$47,300.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

52. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z8/R2) under Master Agreement (2002-0042) between MDOT and the City of Greenville will move \$17,185 in federal funds from the computer and maintenance equipment line items to the vehicle line item, will increase the number of vehicles to be purchased from one to up to two, will increase state funds by \$4,296, will delete the toll credit amount of \$3,437, and will extend the contract term by one year. The city has another grant to purchase a medium duty transit bus, but there is insufficient funding in the grant to complete the purchase. The available funds from this grant will enable the city to purchase the needed vehicle. Extending the term by one year will provide sufficient time for the City to complete the vehicle purchase. The original authorization provides state matching funds for the City's FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization amount will be \$100,000. The revised toll credit amount will be zero dollars. The revised authorization term will be February 24, 2006, through February 23, 2010. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$80,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$20,000.

Criticality: Approval of this revision is critical to allow the City to use the funds to purchase a needed vehicle to maintain a safe and reliable fleet.

Purpose/Business Case: To transfer federal funds of \$17,185 to the vehicle line item, increase state funds by \$4,296, delete \$3,437 in toll credits, increase the number of buses to be purchased by up to one, and extend the authorization term by one year to provide sufficient time for the City to complete the bus purchase.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$80,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$20,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48838.

53. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z27/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will extend the authorization term by two years to provide sufficient time for ITP to complete the Intelligent Transportation System (ITS) project and the rehabilitation of ITP's administrative/maintenance facility. As the ITS project requires careful integration to function fully, and several multi-year phases are required for research, procurement, installation, and implementation, deployment has taken longer than the consultant expected. The rehabilitation of ITP's administrative/maintenance facility requires a land acquisition that is taking longer to complete than anticipated. The original authorization provides state matching funds for ITP's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be June 28, 2005, through June 27, 2010. The authorization amount remains unchanged at \$7,302,639. The toll credit amount remains unchanged at \$651,088. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$6,493,199; FY 2002 State Restricted Comprehensive Transportation Funds - \$795,782; ITP Funds - \$13,658.

Criticality: Approval of this revision is critical to avoid delays in deploying necessary transportation infrastructure.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for ITP to complete the multi-year phases of the ITS project and acquire land to complete the administrative/maintenance facility rehabilitation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$6,493,199; FY 2002 State Restricted Comprehensive Transportation Funds - \$795,782; ITP Funds - \$13,658.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

54. PASSENGER TRANSPORTATION - Section 5311 Capital

Project Authorization Revision (Z2/R2) under Master Agreement (2002-0070) between MDOT and the City of Milan will provide for the reassignment of a base station and antenna, authorization funding in the amount of \$6,930, and administration responsibilities from the City of Milan to the Benzie Transportation Authority (BTA) under Project Authorization (2007-0175/Z4). The revision will also renew the authorization and extend the authorization term by six months to provide sufficient time for the equipment to be transferred. The City of Milan ceased transit operations on June 30, 2007, and MDOT has determined that the BTA has need of this equipment. The original contract provided state matching funds for the City of Milan's FY 2002 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be from September 24, 2002, through March 23, 2006, and from the date of award of this revision through October 15, 2008. No costs will be incurred between the expiration date of the original authorization and the date of award of this revision. The revised authorization amount will be \$48,070. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$38,456; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,614.

Criticality: Approval of this revision is critical because the City of Milan ceased transit operations and the BTA is in need of this equipment to provide efficient transit service in Benzie County.

Purpose/Business Case: To provide for the reassignment of project equipment, authorization funding in the amount of \$6,930, and administration responsibilities from the City of Milan to the BTA, and to renew the authorization and extend the authorization term by six months.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$38,456; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,614.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not reassigning this equipment is that public transportation services in Benzie County could be reduced or eliminated, and services, if provided, would be less efficient.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48160.

55. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z28/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. The additional time is needed because the painting of SMART's terminals has taken longer than anticipated and additional oversight of a contractor caused delays in the construction of a storage garage and maintenance facilities. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be May 4, 2005, through May 3, 2009. The authorization amount remains unchanged at \$4,081,005. The toll credit amount remains unchanged at \$136,419. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,401,222; FY 2002 State Restricted Comprehensive Transportation Funds - \$679,783.

* Denotes a non-standard contract/amendment

Criticality: Approval at this time is critical to retain jobs that have been created by facility rehabilitation and renovation work.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete facility rehabilitation and renovation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,401,222; FY 2002 State Restricted Comprehensive Transportation Funds - \$679,783.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

56. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z29/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by 18 months to provide sufficient time for SMART to complete the project. The additional time is needed because the Lake Erie Transportation Commission wants to purchase a bus through the state extended purchase contract. That contract expired and a new contract was delayed due to vacancies within MDOT, which have now been filled. A new contract is anticipated later this year. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be June 30, 2005, through December 29, 2009. The authorization amount remains unchanged at \$780,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$624,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$156,000.

Criticality: Approval at this time is critical to purchase a bus that will improve air quality in Monroe County.

Purpose/Business Case: To extend the authorization term by 18 months to provide sufficient time for the Lake Erie Transportation Commission through SMART to purchase a transit bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$624,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$156,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

57. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z32/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. The additional time is needed because additional oversight of a contractor caused delays in the construction of a storage garage and maintenance facilities for the Lake Erie Transportation Commission. Furthermore, staff shortages delayed the upgrade of the automatic vehicle locator (AVL) program. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be May 20, 2005, through May 19, 2009. The authorization amount remains unchanged at \$327,267. The toll credit amount remains unchanged at \$19,528. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$281,342; FY 2002 State Restricted Comprehensive Transportation Funds - \$45,925.

Criticality: Approval at this time is critical to retain jobs that have been created by the facility rehabilitation and renovation work.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete facility rehabilitation and renovation and an AVL upgrade.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$281,342; FY 2002 State Restricted Comprehensive Transportation Funds - \$45,925.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

58. PASSENGER TRANSPORTATION - Loaner Vehicle Transfer

Project Authorization (Z5) under Master Agreement (2007-0235) between MDOT and the Isabella County Transportation Commission will provide for the granting and titling of one loaner vehicle to the Commission. The vehicle was originally purchased for a low-floor bus demonstration project that has been completed. The purpose of the low-floor chassis bus is to reduce the need for driver control of a mechanical lift device during boarding. MDOT concluded that low-floor chassis buses are not practical for use in rural transportation applications and solicited interest in acquiring the demonstration buses from the Isabella County Transportation Commission for use in transit agency fleets. The Commission was chosen as one of the recipients of the available buses to assist in ensuring its ability to provide vital transportation service to individuals with disabilities. The original price of the vehicle was \$113,585; the current depreciated value is \$80,000. The authorization will be in effect from the date of award through six months. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$80,000.

Criticality: Approval of this authorization is critical because the local transit agency has vehicle fleet deficiencies that threaten to impair its ability to provide vital transportation service in its areas to individuals with disabilities.

Purpose/Business Case: To grant and title one low-floor chassis bus to the Commission for use in its fleet.

Benefit: Isabella County Transportation Commission will be able to continue to provide vital transportation services to individuals with disabilities in its service area.

Funding Source: FY 2002 State Restricted Comprehensive Transportation Funds - \$80,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: Loss of vital transportation service to individuals with disabilities.

Cost Reduction: Amount is determined by MDOT based on depreciation cost estimates and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48858.

59. TRANSPORTATION PLANNING - US-41 Heritage Route Corridor Management Plan

Project Authorization (Z25) issued under Master Agreement (2006-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-41. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors, economic activity, and new businesses and to provide a vision for the future. The authorization will be in effect from date of award, through September 30, 2008. The authorization amount will be \$31,250. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% Western Upper Peninsula Planning & Development Regional Commission Funds.

Criticality: These projects support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. Should MDOT not move forward with these projects, many innovative examples of unique implementation strategies would be lost.

Purpose/Business Case: The 14 regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds and 20% Western Upper Peninsula Planning & Development Regional Commission Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is part of an ongoing transportation planning administrative grant program.

Zip Code: 49931.

60. *TRANSPORTATION PLANNING - IDS Transportation Planning Services

Contract (2008-0115) between MDOT and the Michigan Association of Planning, a non-profit organization, will provide for transportation planning-related services to support Michigan Development Impact Study activities to be performed on an as needed/when needed basis. The activities result from the recommendations of the Land Use Summit Team from the 2005 Transportation Summit. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$450,000, and the maximum amount of any authorization will be \$300,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

* Denotes a non-standard contract/amendment

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

61.	<u>M-99, M-50 at Spicerville Road, Kinneyville Highway, Eaton Rapids, Eaton County</u> 23091-01-006	
		<u>Estimated Installation Cost</u>
	State Restricted Trunkline Funds	<u>\$42,817</u>
	Total	<u>\$42,817</u>
62.	<u>M-43 (West Main Street) at 10th Street and Lodge Lane, Oshtemo Township, Kalamazoo County</u> 39081-01-014	
		<u>Estimated Modernization Cost</u>
	FHWA Funds	<u>\$60,872</u>
	Total	<u>\$60,872</u>
63.	<u>M-46 at Gates Road, Sandusky, Sanilac County</u> 74062-01-008	
		<u>Estimated Installation Cost</u>
	Sanilac County Funds	\$ 714
	City of Sandusky Funds	\$ 714
	State Restricted Trunkline Funds	\$ 1,430
	FHWA Funds	<u>\$28,577</u>
	Total	<u>\$31,435</u>
64.	<u>I-94 Eastbound Off Ramp at Pelham Road, Taylor, Wayne County</u> 82022-01-018	
		<u>Estimated Modernization Cost</u>
	FHWA Funds	<u>\$85,403</u>
	Total	<u>\$85,403</u>

Criticality: These items are critical because it is necessary to collect money due the State of Michigan.

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of standard cost agreements, cities, villages, and boards are reimbursed for labor and materials for installation and for annual electrical power usage and maintenance costs for the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for motorists. The cost agreements establish funding responsibility for the operation of the electronic devices. MDOT finance uses the information from completed cost agreements to collect money from agencies that share fiscal responsibility for routine maintenance and utility costs.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment Level: Costs as shown in the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for installation operation.

Cost Reduction: Fixed costs as shown in the cost agreement.

Selection: N/A.

New Project Identification: Installation/modernization of electronic devices.

Zip Code: 48180, 48471, 48827, 49009.

SUBCONTRACTS

65.	United Lawnscape, Inc.	Amount not to exceed:	\$ 337,800
	62170 Van Dyke Avenue	1st Year:	\$ 112,600
	Washington Township, MI 48094	2nd Year:	\$ 112,600
		3rd Year:	\$ 112,600

Description of Work: Mowing

Approval is requested to authorize the City of Sterling Heights to award a three-year subcontract for roadside mowing along M-59 in the city of Sterling Heights. Costs are based on a set unit cost per acre and remain fixed throughout the contract term. MDOT found the cost to be reasonable and competitive with costs in surrounding counties. The project was advertised, and eight bids were received. The lowest bid was withdrawn by the bidder because the bidder couldn't meet the job requirements. The second lowest bidder was selected. The subcontract will be in effect from the date of award through March 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, shrub trimming, and mulching services along M-59 in the city of Sterling Heights.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the roadsides are not mowed, tall weeds and grass will obstruct drivers' views of the roadway, causing an increased chance of accidents.

Cost Reduction: The project was competitively bid and advertised; the second low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48094.

66.	United Lawnscape, Inc.	Amount not to exceed:	\$ 132,427.00
	62170 Van Dyke Avenue	1st Year:	\$ 44,142.33
	Washington Township, MI 48094	2nd Year:	\$ 44,142.33
		3rd Year:	\$ 44,142.34

Description of Work: Mowing

Approval is requested to authorize the City of Sterling Heights to award a three-year subcontract for roadside mowing along M-53 in the city of Sterling Heights. Costs are based on a set unit cost per acre and remain fixed throughout the contract term. MDOT found the cost to be reasonable and competitive with costs in surrounding counties. The project was advertised, and six bids were received. The lowest bid was rejected because of documented poor past performance and inadequate equipment. The second lowest bidder was selected. The subcontract will be in effect from the date of award through March 31, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Roadside mowing is critical to prevent high grass from blocking roadway visibility for motorists, especially in high traffic areas such as intersections. Failure to mow the clear vision areas at intersections and inside areas of curves can reduce motorist vision and increase reaction time to approaching and/or passing vehicles. It is essential that clear vision areas be mowed.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and shrub trimming services along M-53 in the city of Sterling Heights.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the roadsides are not mowed, tall weeds and grass will obstruct drivers' views of the roadway, causing an increased chance of accidents.

Cost Reduction: The project was competitively bid and advertised; the second low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48094.

BID LETTING

STATE PROJECTS

67. LETTING OF APRIL 04, 2008
PROPOSAL 0804055
PROJECT EBSL 57013-74942
LOCAL AGRMT.
START DATE - JULY 07, 2008
COMPLETION DATE - JUNE 01, 2009

ENG. EST.
\$ 1,621,192.52

LOW BID
\$ 1,487,598.31

% OVER/UNDER EST.
-8.24 %

2.10 mi of hot mix asphalt base crushing, shaping and resurfacing, curb and gutter, drainage, safety, and intersection improvements, intermittent widening to 3 lanes, and signal upgrades on M-66 from M-55 (north junction) to north of M-42 in the city of Lake City, Missaukee County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,487,598.31	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 1,538,823.80	Same	2
Pyramid Paving & Contracting Co.	\$ 1,713,181.47	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

74942A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Zip Code: 49651.

7.00 % DBE participation required

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

83978A

Barry County	0.81 %
Federal Highway Administration Funds	89.28 %
State Restricted Trunkline Funds	9.91 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction and sign upgrade.

Zip Code: 49058.

69.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804057	\$ 231,218.90	\$ 209,419.00
	PROJECT STG 84914-101289		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2008		-9.43 %

Application of special pavement markings on various state trunklines, Huron, Sanilac, and Tuscola Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R.S. Contracting, Inc.	\$ 209,419.00	Same	1 **
P.K. Contracting, Inc.	\$ 222,582.00	Same	2
Michigan Pavement Markings LLC	\$ 364,400.00	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

101289A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48706.

70.	LETTING OF APRIL 04, 2008 PROPOSAL 0804064 PROJECT STG 84916-101281 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - DECEMBER 01, 2008	ENG. EST. \$ 607,728.42	LOW BID \$ 646,814.52	% OVER/UNDER EST. 6.43 %
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Application of permanent pavement markings and non-freeway centerline corrugations on various trunklines, Hillsdale, Jackson and Lenawee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 646,814.52	Same	1 **
R.S. Contracting, Inc.			

1 Bidder

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

101281A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49201 TSC-wide.

71.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804087	\$ 2,488,547.50	\$ 2,650,272.55
	PROJECT STG 84913-101274		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 01, 2008		
	COMPLETION DATE - DECEMBER 01, 2008		6.50 %

Application of non-freeway centerline and shoulder corrugations and permanent pavement markings including longitudinal and special markings on various state trunkline routes, Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 2,650,272.55	Same	1 **

1 Bidder

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

101274A

Federal Highway Administration Funds	100	%
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49525 Region-wide.

72. LETTING OF APRIL 04, 2008
 PROPOSAL 0804088
 PROJECT STG 84913-88809
 LOCAL AGRMT.
 START DATE - JULY 07, 2008
 COMPLETION DATE - NOVEMBER 14, 2008

ENG. EST.	LOW BID
\$ 734,828.02	\$ 688,175.48
% OVER/UNDER EST.	
	-6.35 %

Traffic signal improvements to 15 signalized locations on
 M-66, M-44, M-21, I-196, US-131, M-20, M-57, M-120 and
 US-31, Ionia, Kent, Mecosta, Montcalm, Muskegon and Ottawa
 Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 688,175.48	Same	1 **
J. Ranck Electric, Inc.	\$ 696,301.12	Same	2
Severance Electric Co., Inc.			
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
DVT Electric, Inc			
J R Howell Airport Lighting LLC			
Trans Tech Electric, L.P.			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

88809A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49525.

73. LETTING OF APRIL 04, 2008
 PROPOSAL 0804089
 PROJECT NH 83051-74941
 LOCAL AGRMT.
 START DATE - SEPTEMBER 15, 2008
 COMPLETION DATE - OCTOBER 17, 2008

ENG. EST.
 \$ 721,153.24

LOW BID
 \$ 742,665.35

% OVER/UNDER EST.
 2.98 %

0.94 mi of hot mix asphalt cold milling, crushing and shaping, joint repairs, hot mix asphalt resurfacing, intersection improvements, and drainage on M-115 from Mackinaw Trail to 46 Road, Wexford County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 742,665.35	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 744,227.81	Same	2
Elmer's Crane & Dozer, Inc.	\$ 763,448.34	Same	3
Pyramid Paving & Contracting Co.	\$ 848,077.65	Same	4

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

74941A.

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49601.

74. LETTING OF APRIL 04, 2008
 PROPOSAL 0804090
 PROJECT STG 84917-101291
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 29, 2008

ENG. EST.	LOW BID
\$ 622,117.00	\$ 695,079.72
% OVER/UNDER EST.	
11.73 %	

Region-wide pavement markings on various trunkline routes, Macomb, Oakland and Wayne Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 695,079.72	Same	1 **
R.S. Contracting, Inc.	\$ 722,873.00	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

101291A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 89417 Region-wide.

75. LETTING OF APRIL 04, 2008
 PROPOSAL 0804093
 PROJECT NHG 33043-85641
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 05, 2008

ENG. EST.
 \$ 103,419.66

LOW BID
 \$ 77,928.95

% OVER/UNDER EST.
 -24.65 %

6.10 mi of non-freeway signing upgrades on I-69BL from the west city limits of East Lansing easterly to M-78 in the cities of Lansing and East Lansing, Ingham and Clinton Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J & J Contracting, Inc.	\$ 77,928.95	Same	1 **
Action Traffic Maintenance, Inc.	\$ 87,616.85	Same	2
Sterling Sign Co. Inc.	\$ 94,704.80	Same	3
J. Ranck Electric, Inc.	\$ 98,855.04	Same	4
Trans Tech Electric, L.P.	\$ 114,091.05	Same	5
Highway Service Co., Inc.			
Midwest Bridge Company			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

85641A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48906.

76. LETTING OF APRIL 04, 2008
 PROPOSAL 0804094
 PROJECT STG 84916-101282
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2008

ENG. EST. \$ 1,112,067.24
 LOW BID \$ 1,183,649.89
 % OVER/UNDER EST. 6.44 %

Application of permanent pavement markings including longitudinal, special markings, and centerline corrugations on various state trunkline routes, Clinton, Eaton, Ingham and Shiawassee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 1,183,649.89	Same	1 **
R.S. Contracting, Inc.			

1 Bidder

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

101282A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48910.

77. LETTING OF APRIL 04, 2008
 PROPOSAL 0804097
 PROJECT CM 61151-100637, ETC
 LOCAL AGRMT. 07-5722
 START DATE - JUNE 02, 2008
 COMPLETION DATE - NOVEMBER 01, 2008

ENG. EST.
 \$ 694,616.80

LOW BID
 \$ 789,891.27

% OVER/UNDER EST.
 13.72 %

0.61 mi of hot mix asphalt right turn lanes and crossovers,
 drainage modifications, safety improvements and signal
 work on US-31BR from south of Summit Avenue northerly
 to north of Hackley Avenue in the cities of Muskegon,
 Muskegon Heights and Norton Shores, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 789,891.27	Same	1 **
C & D Hughes, Inc.	\$ 798,524.03	Same	2
J. Ranck Electric, Inc.	\$ 800,236.84	\$ 800,036.84	3
Severance Electric Co., Inc.	\$ 819,712.37	Same	4
Nashville Construction Company	\$ 854,863.28	Same	5
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
DVT Electric, Inc			
J R Howell Airport Lighting LLC			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is funded by two programs; The Congestion Mitigation and Air Quality (CMAQ) Program and The Traffic and Safety Program. The Congestion Mitigation and Air Quality (CMAQ) program pertain to transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas. The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Reduction in transportation related emissions. The treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

100637A

Federal Highway Administration Funds	80.00 %
City of Muskegon	0.95 %
State Restricted Trunkline Funds	19.05 %

102003A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: A greater risk of accidents and injuries by not implementing safety treatments. Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance and operating costs due to increased carpooling. Increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Rehabilitation, reconstruction, and sign upgrade.

Zip Code: 49444.

LOCAL PROJECTS

78.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804004	\$ 2,325,539.00	\$ 2,538,257.50
	PROJECT MCS 41025-83882		
	LOCAL AGRMT. 08-5059		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 05, 2008		9.15 %

Remove existing structure and construct a prestressed concrete box beam bridge along with related approach work including concrete curb, gutter, and sidewalk, hot mix asphalt, storm sewer and watermain on the College Avenue Bridge over Mid-Michigan Railroad in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hardman Construction, Inc.	\$ 2,538,257.50	Same	1 **
J. Slagter & Son Construction Co.	\$ 2,650,306.81	Same	2
J.E. Kloote Contracting, Inc.	\$ 2,687,809.97	Same	3
Milbocker and Sons, Inc.	\$ 2,735,942.40	Same	4
L.W. Lamb, Inc.			
Midwest Bridge Company			
C. A. Hull Co., Inc.			
Diversco Construction Company Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83882A

City of Grand Rapids	6.93 %
State Restricted Trunkline Funds	93.07 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49503.

79.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804005	\$ 1,443,517.60	\$ 1,452,057.36
	PROJECT EDDF 74555-82882		
	LOCAL AGRMT. 08-5063		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 07, 2008		0.59 %

7.10 mi of hot mix asphalt paving, asphalt cement stabilized base, and aggregate shoulder work on Bay City Forestville Road from Hoadley Road easterly to M-19, Sanilac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Albrecht Sand & Gravel Co.	\$ 1,452,057.36	Same	1 **
Pyramid Paving & Contracting Co.	\$ 1,537,979.61	Same	2
Saginaw Asphalt Paving Company	\$ 1,567,362.36	Same	3
Ajax Paving Industries, Inc.	\$ 1,931,851.36	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

82882A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48453.

80. LETTING OF APRIL 04, 2008
 PROPOSAL 0804006
 PROJECT STU 63459-102179
 LOCAL AGRMT. 08-5065
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2008

ENG. EST.
 \$ 1,189,474.75

LOW BID
 \$ 1,143,826.31

% OVER/UNDER EST.
 -3.84 %

0.80 mi of road reconstruction including hot mix asphalt cold milling and resurfacing, pavement repairs, sewer and drainage structure work, concrete curb, gutter, and sidewalk, and permanent signs on 14 Mile Road from Drake Road to Farmington Road in the city of Farmington Hills, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 1,143,826.31	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,224,384.29	Same	2
John Carlo, Inc.	\$ 1,359,494.82	Same	3
Barrett Paving Materials, Inc.	\$ 1,369,367.61	Same	4
DeAngelis Landscape, Inc.			
Posen Construction, Inc.			
Angelo Iafrate Construction Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102179A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48331.

81. LETTING OF APRIL 04, 2008
 PROPOSAL 0804007
 PROJECT EDDF 61555-90138
 LOCAL AGRMT. 08-5066
 START DATE - 10 days after award
 COMPLETION DATE - JULY 02, 2008

ENG. EST.	LOW BID
\$ 1,023,883.00	\$ 1,030,028.10
% OVER/UNDER EST.	
0.60 %	

4.55 mi of hot mix asphalt resurfacing, cold milling, aggregate shoulders, and pavement marking on Maple Island Road from M-46 northerly to Messenger Road, Muskegon County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,030,028.10	Same	1 **
Aggregate Industries-Central Region	\$ 1,056,921.60	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,070,796.10	Same	3
Omans Contracting, Inc.	\$ 1,129,911.10	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

90138A

Muskegon County	11.32 %
Federal Highway Administration Funds	47.68 %
State Restricted Trunkline Funds	41.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49442.

82.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804008	\$ 979,217.00	\$ 909,749.79
	PROJECT STL 07043-35571, ETC		
	LOCAL AGRMT. 07-5437		% OVER/UNDER EST.
	START DATE - JULY 07, 2008		
	COMPLETION DATE - OCTOBER 10, 2008		-7.09 %

5.38 mi of hot mix asphalt base crushing, shaping, and surfacing, shoulders, and pavement markings on Second Sand Beach Road from Aura Road westerly, on Imperial Heights Road from Cardinal Point Road westerly, and on Baraga Plains Road from M-28 to Section 16 Road, Baraga County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 909,749.79	Same	1 **
Bacco Construction Company	\$ 921,653.49	Same	2
Mathy Construction Company	\$ 986,553.54	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

35571A		
Baraga County	27.00	%
Federal Highway Administration Funds	53.00	%
State Restricted Trunkline Funds	20.00	%
39222A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
51712A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49946.

83.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804009	\$ 589,422.20	\$ 535,485.75
	PROJECT BRO 32003-86256		
	LOCAL AGRMT. 08-5038		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2008		-9.15 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Huron Line Road at Brookfield Drain, Huron County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Heystek Contracting Inc.	\$ 535,485.75	Same	1 **
Milbocker and Sons, Inc.	\$ 544,635.29	Same	2
McDowell Construction , L.L.C.	\$ 559,244.56	Same	3
Marlette Excavating Company	\$ 566,595.06	Same	4
S.L. & H. Contractors, Inc.	\$ 599,429.96	Same	5
Lee Wood Contracting, Inc.			
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
Tri-Valley Landscaping, Inc.			
Posen Construction, Inc.			
Meylan Excavating, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86256A

Huron County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48735.

84. LETTING OF APRIL 04, 2008
 PROPOSAL 0804010
 PROJECT STL 73046-39445
 LOCAL AGRMT. 08-5075
 START DATE - JULY 01, 2008
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.
 \$ 641,009.13

LOW BID
 % 673,641.24

% OVER/UNDER EST.
 5.09 %

0.84 mi of hot mix asphalt resurfacing, cold milling, joint repair, concrete curb, gutter, and sidewalk, drainage, slope restoration, and pavement marking on East Genesee Street from M-83 easterly to east of Harvest Lane in the city of Frankenmuth, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 673,641.24	Same	1 **
Lois Kay Contracting Co.			

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

39445A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48734.

85. LETTING OF APRIL 04, 2008
 PROPOSAL 0804011
 PROJECT STU 50458-102311
 LOCAL AGRMT. 08-5083
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 03, 2008

ENG. EST.
 \$ 2,384,003.15

LOW BID
 \$ 2,167,606.19

% OVER/UNDER EST.
 -9.08 %

1.32 mi of concrete roadway reconstruction including pavement and hot mix asphalt removal, earth excavation, aggregate base, concrete pavement, curb and gutter, watermain, storm and sanitary sewer improvements, and slope restoration on Martin Road from Rockwood Avenue to Jefferson Avenue in the city of St. Clair Shores, Macomb County.

15.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 2,167,606.19	Same	1 **
Dan's Excavating, Inc.	\$ 2,225,552.77	Same	2
Six-S, Inc.	\$ 2,296,597.26	Same	3
Pamar Enterprises, Inc.	\$ 2,309,961.91	Same	4
Angelo Iafrate Construction Company	\$ 2,310,192.90	Same	5
John Carlo, Inc.	\$ 2,329,802.90	Same	6
Major Cement Company	\$ 2,359,290.11	Same	7
Boddy Construction Company, Inc.	\$ 2,361,662.01	Same	8
Teltow Contracting, Inc.	\$ 2,548,082.57	Same	9
Raymond Excavating Company	\$ 2,995,286.70	Same	10
DeAngelis Landscape, Inc.			
Novak Construction			
L.J. Construction, Inc.			
Sunset Excavating, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102311A

Federal Highway Administration Funds	74.92 %
State Restricted Trunkline Funds	18.73 %
City of St. Clair Shores	6.35 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48081.

86.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804013	\$ 1,665,767.96	\$ 1,470,871.13
	PROJECT STUL 58171-102737		
	LOCAL AGRMT. 08-5078		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 12, 2008		-11.70 %

3.35 mi of embankment, excavation, aggregate base and shoulders, hot mix asphalt base crushing and shaping, cold milling, surface removal and paving, trenching, fiber reinforced membrane, traffic loops, traffic control, pavement markings, drainage improvements, and restoration on Secor Road south of Sterns Road to north of Summerfield Road, on Summerfield Road from Secor Road to Douglas Road, and on Sterns Road from Summerfield Road to east of Douglas Road, Monroe County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 1,470,871.13	Same	1 **
Gerken Paving, Inc.	\$ 1,493,207.40	Same	2
Barrett Paving Materials, Inc.	\$ 1,516,811.00	Same	3
Ajax Paving Industries, Inc.	\$ 1,564,504.73	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102737A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48114.

87.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804015	\$ 1,187,772.50	\$ 1,015,224.22
	PROJECT EDDF 16555-76869		
	LOCAL AGRMT. 08-5085		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 28, 2008		-14.53 %

4.09 mi of hot mix asphalt road rehabilitation, aggregate base conditioning, grading, drainage, concrete curb and gutter, guardrail, pavement marking, and slope restoration on South Extension Road from Mullett-Burt Road northerly to Riggsville Road, Cheboygan County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
M & M Excavating Co., Inc.	\$ 1,015,224.22	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 1,022,292.22	Same	2
Payne & Dolan, Inc.	\$ 1,054,199.12	Same	3
Rieth-Riley Construction Co., Inc.	\$ 1,086,864.92	Same	4
Bolen Asphalt Paving, Inc.	\$ 1,243,615.22	Same	5
Bacco Construction Company			
Fisher Contracting Company			
Cordes Excavating, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76869A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49721.

88. LETTING OF APRIL 04, 2008
 PROPOSAL 0804016 ENG. EST. LOW BID
 \$ 975,939.00 \$ 899,787.83
 PROJECT EDDF 23555-59632
 LOCAL AGRMT. 08-5070 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2008 -7.80 %

1.20 mi of hot mix asphalt pavement removal, earthwork, hot mix asphalt pavement, and drainage improvements on Canal Road from Vermontville Highway to Bridge Road, Eaton County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Burkett Excavating	\$ 899,787.83	Same	1 **
C & D Hughes, Inc.	\$ 925,360.70	Same	2
Hoffman Bros., Inc.	\$ 933,399.61	Same	3
Bailey Excavating, Inc.	\$ 955,831.93	Same	4
Aggregate Industries-Central Region	\$ 968,277.00	Same	5
Davis Construction, Inc.	\$ 1,008,111.80	Same	6
E.T. MacKenzie Company	\$ 1,012,780.45	Same	7
Cadwell Brothers Construction	\$ 1,013,353.46	Same	8
Nashville Construction Company	\$ 1,033,320.69	Same	9
Milbocker and Sons, Inc.	\$ 1,096,628.80	Same	10
Fonson, Inc.	\$ 1,157,368.50	Same	11
Mead Bros. Excavating, Inc.	\$ 1,185,561.20	Same	12
Tri-Valley Landscaping, Inc.	\$ 1,225,372.10	Same	13
L & L Construction Co., Inc.			
Kamminga & Roodvoets, Inc.			
Balkema Excavating, Inc.			
Youngstrom Contracting, Inc.			
Perrin Construction Co., Inc.			

13 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for creating an all-season road system involving a portion of highway under the local jurisdiction. This project was selected through a process defined in current legislation.

Benefit: By awarding this project, the state trunkline system is complimented, economic development is enhanced, and seasonal disruptions due to load restrictions are minimized. This improvement will provide increased economic value and quality of life for the traveling public.

Funding Source:

59632A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the opportunity to support commercial activities may be lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48821.

89.	LETTING OF APRIL 04, 2008 PROPOSAL 0804017 PROJECT EDDF 58555-75515 LOCAL AGRMT. 08-5077 START DATE - SEPTEMBER 15, 2008 COMPLETION DATE - NOVEMBER 28, 2008	ENG. EST. \$ 970,662.00	LOW BID \$ 852,143.58
			% OVER/UNDER EST.
			-12.21 %

6.21 mi of hot mix asphalt resurfacing, cold milling, fiber reinforced membrane interlayer, aggregate shoulders, guardrail, and pavement marking on Oakville Waltz Road from Rawsonville Road easterly to Exeter Road, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 852,143.58	Same	1 **
Barrett Paving Materials, Inc.	\$ 946,280.58	Same	2
Ajax Paving Industries, Inc.	\$ 992,201.58	Same	3
Gerken Paving, Inc.	\$ 1,047,605.96	Same	4
Asix Asphalt Paving LLC			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

75515A

Monroe County	3.00 %
Federal Highway Administration Funds	72.00 %
State Restricted Trunkline Funds	25.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48117.

90.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804018	\$ 912,694.25	\$ 712,734.17
	PROJECT STU 25402-102271		
	LOCAL AGRMT. 08-5082		% OVER/UNDER EST.
	START DATE - JUNE 16, 2008		
	COMPLETION DATE - SEPTEMBER 15, 2008		-21.91 %

0.92 mi of hot mix asphalt resurfacing including drainage improvements and pavement markings on Elms Road from I-69 northerly to the northern city limit of Swartz Creek, Genesee County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 712,734.17	Same	1 **
Lois Kay Contracting Co.	\$ 779,081.56	Same	2
Ajax Paving Industries, Inc.	\$ 809,899.70	Same	3
C & D Hughes, Inc.	\$ 810,559.42	Same	4
Cadillac Asphalt, LLC.	\$ 828,099.72	Same	5
Barrett Paving Materials, Inc.	\$ 848,028.05	Same	6
Angelo Iafrate Construction Company	\$ 889,953.69	Same	7
Pyramid Paving & Contracting Co.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102271A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48473.

91. LETTING OF APRIL 04, 2008
 PROPOSAL 0804019
 PROJECT STH 79609-53729, ETC
 LOCAL AGRMT. 08-5081
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 07, 2008

ENG. EST. \$ 685,529.98
 LOW BID \$ 557,267.84
 % OVER/UNDER EST. -18.71 %

1.73 mi of hot mix asphalt surfacing and intersection
 realignment, crushing and shaping, asphalt cement stabilized
 base, earthwork, guardrail, culverts, pavement marking, and
 slope restoration on Hurds Corner Road from M-46 northerly
 to East Dayton Road, Tuscola County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 557,267.84	Same	1 **
L.J. Construction, Inc.	\$ 583,828.89	Same	2
Tri-Valley Landscaping, Inc.	\$ 640,179.90	Same	3
Marlette Excavating Company	\$ 666,405.40	Same	4
Champagne and Marx Excavating, Inc.	\$ 708,692.94	Same	5
3-S Construction, Inc.	\$ 874,527.27	Same	6
Lee Wood Contracting, Inc.			
Pyramid Paving & Contracting Co.			
Heystek Contracting Inc.			
Ajax Paving Industries, Inc.			
Novak Construction			
Rohde Brothers Excavating, Inc.			
Fisher Contracting Company			
Geiersbach Construction, Inc.			
Wadel Stabilization, Inc.			
McDowell Construction , L.L.C.			
Albrecht Sand & Gravel Co.			
Meylan Excavating, Inc.			
CRS/Shaw Contracting Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

53729A		
Tuscola County	20.00	%
Federal Highway Administration Funds	80.00	%
54623A		
Tuscola County	31.00	%
Federal Highway Administration Funds	55.00	%
State Restricted Trunkline Funds	14.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48723.

92.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804020	\$ 706,303.80	\$ 692,255.58
	PROJECT HPSL 07013-100978		
	LOCAL AGRMT. 08-5046		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 30, 2008		-1.99 %

1.82 mi of grading, drainage structures, hot mix asphalt base crushing and shaping, hot mix asphalt surfacing, guardrail, shoulder paving, and pavement markings on Bayshore Drive from Haanpaa Road northerly to Whirlgig Road, Baraga County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
MJO Contracting, Inc.	\$ 692,255.58	Same	1 **
MD Contracting, Inc.	\$ 712,349.42	Same	2
Payne & Dolan, Inc.	\$ 731,798.55	Same	3
Bacco Construction Company	\$ 740,663.40	Same	4
Smith Paving, Inc.	\$ 856,922.45	Same	5
A. Lindberg & Sons, Inc.			
Musson Bros., Inc.			
Oberstar, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100978A

Federal Highway Administration Funds	72.00 %
State Restricted Trunkline Funds	28.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49946.

93. LETTING OF APRIL 04, 2008
 PROPOSAL 0804021
 PROJECT STL 16031-78918
 LOCAL AGRMT. 08-5074
 START DATE - 10 days after award
 COMPLETION DATE - JULY 31, 2008

ENG. EST. \$ 1,471,080.84
 LOW BID \$ 1,285,758.44
 % OVER/UNDER EST. -12.60 %

5.49 mi of hot mix asphalt road rehabilitation, asphalt emulsion full depth reclamation, drainage, guardrail, slope restoration, and pavement marking on Old 27 from the south county line northerly to the south village limits of Wolverine, Cheboygan County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 1,285,758.44	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,316,684.81	Same	2
Payne & Dolan, Inc.	\$ 1,317,744.04	Same	3
Bacco Construction Company			
Wadel Stabilization, Inc.			
Bolen Asphalt Paving, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

78918A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49799.

94. LETTING OF APRIL 04, 2008
 PROPOSAL 0804022
 PROJECT STUL 46462-89539
 LOCAL AGRMT. 08-5099
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST.
 \$ 607,200.00

LOW BID
 \$ 531,632.90

% OVER/UNDER EST.
 -12.45 %

0.77 mi of hot mix asphalt pavement removal, aggregate base course, earthwork, drainage improvements, and hot mix asphalt pavement on Valley Road from Carson Highway to Bent Oak Highway and on Bent Oak Highway from Valley Road to Hunt Road, Lenawee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Slusarski Excavating & Paving, Inc.	\$ 531,632.90	Same	1 **
DeAngelis Landscape, Inc.	\$ 547,570.00	Same	2
Bailey Excavating, Inc.	\$ 560,009.25	Same	3
Brady Sand & Gravel, Inc.	\$ 569,357.43	Same	4
Aggregate Industries-Central Region	\$ 573,596.68	Same	5
C & D Hughes, Inc.	\$ 573,975.79	Same	6
Sera Excavating, LLC.	\$ 575,877.69	Same	7
Michigan Paving & Materials Co.	\$ 575,949.32	Same	8
Wilson's Backhoe, Inc.	\$ 578,340.15	Same	9
Concord Excavating & Grading, Inc.	\$ 608,653.62	Same	10
Barrett Paving Materials, Inc.	\$ 611,191.00	Same	11
Fonson, Inc.			
Nashville Construction Company			
Ajax Paving Industries, Inc.			
E.T. MacKenzie Company			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89539A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49221.

95.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804023	\$ 630,000.00	\$ 610,585.76
	PROJECT BRO 77013-86338		
	LOCAL AGRMT. 08-5043		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 10, 2008		-3.08 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Jeddo Road at Silver Creek, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 610,585.76	Same	1 **
K & S Piling Company	\$ 636,184.74	Same	2
Posen Construction, Inc.	\$ 649,821.51	Same	3
Midwest Bridge Company	\$ 693,331.81	Same	4
S.L. & H. Contractors, Inc.	\$ 699,746.07	Same	5
Dan's Excavating, Inc.	\$ 745,912.90	Same	6
McDowell Construction , L.L.C.			
J. Slagter & Son Construction Co.			
Angelo Iafrate Construction Company			
J.E. Kloote Contracting, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86338A

St. Clair County	5.05 %
Federal Highway Administration Funds	79.96 %
State Restricted Trunkline Funds	14.99 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48032.

96. LETTING OF APRIL 04, 2008
 PROPOSAL 0804024
 PROJECT STUL 29433-84505
 LOCAL AGRMT. 08-5101
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.
 \$ 603,601.75

LOW BID
 \$ 567,585.18

% OVER/UNDER EST.
 -5.97 %

0.50 mi of hot mix asphalt roadway, concrete curb and gutter, earthwork, water main and storm sewer on Panther Boulevard north of the Pine Avenue/Warwick Road intersection and from Pine Avenue to Begole Road/Bridge Avenue in the city of Alma, Gratiot County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
The Isabella Corporation	\$ 567,585.18	Same	1 **
Central Michigan Contracting, Inc.	\$ 586,876.53	Same	2
Crawford Contracting, Inc.	\$ 613,708.02	Same	3
McGuirk Sand & Gravel, Inc.	\$ 622,263.95	Same	4
Wonsey Tree Service/D&E Excavating	\$ 665,005.54	Same	5
CRS/Shaw Contracting Co.	\$ 675,980.92	Same	6
Ron Bretz Excavating, Inc.	\$ 719,811.94	Same	7
Champagne and Marx Excavating, Inc.	\$ 722,514.02	Same	8
Cadwell Brothers Construction Comp	\$ 724,267.17	Same	9
Fisher Contracting Company	\$ 816,227.60	Same	10
3-S Construction, Inc.			
L.J. Construction, Inc.			
Nashville Construction Company			
Rohde Brothers Excavating, Inc.			
Youngstrom Contracting, Inc.			
Central Asphalt, Inc.			
Geiersbach Construction, Inc.			
Perrin Construction Co., Inc.			
E.T. MacKenzie Company			
Malley Transport, LLC			
Porath Contractors, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

84505A

City of Alma	15.39 %
Federal Highway Administration Funds	69.25 %
State Restricted Trunkline Funds	15.36 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48801.

97. LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
PROPOSAL 0804025	\$ 562,305.60	\$ 476,306.21
PROJECT STUL 69486-89549		
LOCAL AGRMT. 08-5061		% OVER/UNDER EST.
START DATE - JUNE 04, 2008		
COMPLETION DATE - JULY 02, 2008		-15.29 %

1.00 mi of hot mix asphalt base crushing and shaping, drainage structures, concrete curb and gutter, hot mix asphalt, and permanent pavement markings on North Center Avenue from Main Street to McLouth Street in the city of Gaylord, Otsego County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 476,306.21	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 543,970.04	Same	2
D.J. McQuestion & Sons, Inc.	\$ 548,327.27	Same	3
Elmer's Crane & Dozer, Inc.	\$ 580,914.23	Same	4
Pyramid Paving & Contracting Co.	\$ 639,930.05	Same	5
Bolen Asphalt Paving, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89549A

Federal Highway Administration Funds	78.58 %
City of Gaylord	1.77 %
State Restricted Trunkline Funds	19.65 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49735.

98. LETTING OF APRIL 04, 2008
 PROPOSAL 0804028
 PROJECT STUL 63477-89587
 LOCAL AGRMT. 08-5049
 START DATE - JUNE 02, 2008
 COMPLETION DATE - OCTOBER 17, 2008

ENG. EST. \$ 499,416.35
 LOW BID \$ 414,777.52
 % OVER/UNDER EST. -16.95 %

0.26 mi of road reconstruction including hot mix asphalt paving, concrete curb and gutter, sanitary and storm sewer work and watermain extensions on East Street from Maple Street northerly to Elm Road in the village of Holly, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 414,777.52	Same	1 **
Perrin Construction Co., Inc.	\$ 416,658.45	Same	2
Pamar Enterprises, Inc.	\$ 423,305.49	Same	3
Stante Excavating Co., Inc.	\$ 425,969.30	Same	4
Rohde Brothers Excavating, Inc.	\$ 433,306.00	Same	5
Dan's Excavating, Inc.	\$ 434,778.39	Same	6
Jack Fick Excavating, Inc.	\$ 439,048.56	Same	7
Zito Construction Co.	\$ 446,568.08	Same	8
Florence Cement Company	\$ 447,590.26	Same	9
D.L.F. Trucking/Astec Asphalt	\$ 448,996.11	Same	10
C. A. Hull Co., Inc.	\$ 449,941.44	Same	11
Fonson, Inc.	\$ 450,083.11	Same	12
Ron Bretz Excavating, Inc.	\$ 451,173.60	Same	13
San Marino Excavating, Inc.	\$ 465,207.18	Same	14
Novak Construction	\$ 470,371.58	Same	15
DiPonio Contracting L.L.C.			
Angelo Iafrate Construction Company			
Asix Asphalt Paving LLC			
L.J. Construction, Inc.			
Ajax Paving Industries, Inc.			
Ace Asphalt & Paving Co.			

15 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89587A

Federal Highway Administration Funds	70.58 %
Village of Holly	11.77 %
State Restricted Trunkline Funds	17.65 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48442.

99. LETTING OF APRIL 04, 2008
 PROPOSAL 0804029
 PROJECT STUL 08447-89583, ETC
 LOCAL AGRMT. 08-5069
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2008

ENG. EST.
 \$ 456,776.00

LOW BID
 \$ 401,583.50

% OVER/UNDER EST.
 -12.08 %

2.20 mi of pavement removal, aggregate base construction, hot mix asphalt resurfacing, curb and gutter work, sidewalks, driveway construction and machine grading on Clinton Street from Michigan Avenue to M-37 and on West State Street, Cook Road, North Broadway Street, and Market Street in the city of Hastings, Barry County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 401,583.50	Same	1 **
C & D Hughes, Inc.	\$ 406,771.61	Same	2
Kamminga & Roodvoets, Inc.	\$ 415,576.80	Same	3
Bultema Brothers Road Contractors	\$ 430,629.98	Same	4
Peters Construction Co.	\$ 449,578.40	Same	5
L Squared Construction, LLC.	\$ 452,500.18	Same	6
Eastlund Concrete Construction	\$ 467,335.41	Same	7
Northern Construction Services, Co.	\$ 509,471.10	Same	8
E.T. MacKenzie Company	\$ 539,432.21	Same	9
Brenner Excavating, Inc.			
Diversco Construction Company Inc.			
Nashville Construction Company			
Aggregate Industries-Central Region			
Schippers Excavating, Inc.			
Youngstrom Contracting, Inc.			
Weick Bros., Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89583A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

89585A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49058.

100.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804030	\$ 455,901.50	\$ 430,888.18
	PROJECT STUL 13427-89543		
	LOCAL AGRMT. 08-5050		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2008		-5.49 %

0.33 mi of hot mix asphalt reconstruction including storm sewer, drainage structures, hot mix asphalt resurfacing, concrete curb, gutter and sidewalk work on North Clinton Street from Michigan Avenue northerly to Austin Avenue in the city of Albion, Calhoun County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bailey Excavating, Inc.	\$ 430,888.18	Same	1 **
Concord Excavating & Grading, Inc.	\$ 452,104.43	Same	2
Hoffman Bros., Inc.	\$ 476,781.94	Same	3
Balkema Excavating, Inc.	\$ 476,906.10	Same	4
Nashville Construction Company	\$ 482,016.53	Same	5
Northern Construction Services, Co.	\$ 492,979.10	Same	6
C & D Hughes, Inc.	\$ 496,491.98	Same	7
Mead Bros. Excavating, Inc.	\$ 504,509.68	Same	8
Cadwell Brothers Construction Comp	\$ 514,474.80	Same	9
Aggregate Industries-Central Region	\$ 521,451.61	Same	10
Eastlund Concrete Construction	\$ 527,412.03	Same	11
Tom's Advanced Paving Company	\$ 601,707.75	Same	12
Peters Construction Co.			
Robert Bailey Contractors, Inc.			
Youngstrom Contracting, Inc.			
L Squared Construction, LLC.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89543A

City of Albion	6.13 %
Federal Highway Administration Funds	75.10 %
State Restricted Trunkline Funds	18.77 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49224.

101. LETTING OF APRIL 04, 2008
 PROPOSAL 0804031
 PROJECT STU 82457-102284, ETC
 LOCAL AGRMT. 08-5088
 START DATE - 10 days after award
 COMPLETION DATE - 70 working days

ENG. EST. \$ 2,533,511.95
 LOW BID \$ 2,333,981.72
 % OVER/UNDER EST. -7.88 %

1.81 mi of hot mix asphalt road resurfacing including cold milling, concrete pavement, base course, pavement repair, sidewalk ramps, hot mix asphalt paving, traffic signal work, and pavement markings on Mack Avenue from Cook Road to Vernier Road and from Moross Road to Cook Road in the cities of Grosse Pointe Woods and Grosse Pointe Farms, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 2,333,981.72	Same	1 **
Cadillac Asphalt, LLC.	\$ 2,341,735.28	Same	2
Barrett Paving Materials, Inc.	\$ 2,408,612.92	Same	3
John Carlo, Inc.	\$ 2,443,241.12	Same	4
Angelo Iafrate Construction Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102284A	
Wayne County	1.92 %
Federal Highway Administration Funds	78.46 %
State Restricted Trunkline Funds	19.62 %
102454A	
Wayne County	21.02 %
Federal Highway Administration Funds	78.98 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48236.

102.	LETTING OF APRIL 04, 2008 PROPOSAL 0804033 PROJECT HPSL 82457-102329 LOCAL AGRMT. 08-5047 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 15, 2008	ENG. EST. \$ 813,002.60	LOW BID \$ 783,329.87 % OVER/UNDER EST. -3.65 %
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1.25 mi of hot mix asphalt resurfacing, full depth pavement repair, concrete road reconstruction, concrete sidewalk ramps, guardrail improvements, traffic signal work, and pavement markings on Ann Arbor Trail from Farmington Road to Merriman Road in the city of Westland, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L Squared Construction, LLC.	\$ 783,329.87	Same	1 **
Peter A. Basile Sons, Inc.	\$ 815,345.37	Same	2
Florence Cement Company	\$ 820,925.43	Same	3
Dan's Excavating, Inc.	\$ 822,596.41	Same	4
Cadillac Asphalt, LLC.	\$ 829,867.27	Same	5
Ajax Paving Industries, Inc.	\$ 851,223.07	Same	6
Major Cement Company	\$ 859,850.80	Same	7
Angelo Iafrate Construction Company	\$ 877,208.05	Same	8
Barrett Paving Materials, Inc.	\$ 905,655.40	Same	9
Abbott Construction, Inc.	\$ 941,664.44	Same	10
Snowden, Inc.			
Kelcris Corporation			
Six-S, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102329A

Federal Highway Administration Funds	79.85 %
State Restricted Trunkline Funds	19.96 %
City of Westland	0.19 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48185.

103. LETTING OF APRIL 04, 2008
 PROPOSAL 0804034
 PROJECT STU 81075-102269
 LOCAL AGRMT. 08-5091
 START DATE - JUNE 16, 2008
 COMPLETION DATE - AUGUST 31, 2008

ENG. EST.
 \$ 497,250.35

LOW BID
 \$ 488,928.70

% OVER/UNDER EST.
 -1.67 %

0.37 mi of full-depth widening, cold milling, hot mix asphalt resurfacing, concrete curb and gutter, storm sewer construction, earth grading, pavement markings, signing, and restoration on Dexter-Ann Arbor Road from west of Meadow View Drive to west of Dan Hoey Road in the village of Dexter, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 488,928.70	Same	1 **
Bailey Excavating, Inc.	\$ 490,787.35	Same	2
Peter A. Basile Sons, Inc.	\$ 493,957.18	Same	3
Florence Cement Company	\$ 494,812.42	Same	4
E.T. MacKenzie Company	\$ 507,728.52	Same	5
Sunset Excavating, Inc.	\$ 508,167.03	Same	6
San Marino Excavating, Inc.	\$ 510,020.75	Same	7
Barrett Paving Materials, Inc.	\$ 523,533.82	Same	8
Brady Sand & Gravel, Inc.	\$ 530,735.29	Same	9
Aggregate Industries-Central Region	\$ 531,654.11	Same	10
Fonson, Inc.	\$ 534,428.14	Same	11
Rohde Brothers Excavating, Inc.	\$ 564,606.27	Same	12
Pro-Line Asphalt Paving Corp.			
Cadillac Asphalt, LLC.			
L.J. Construction, Inc.			
Angelo Iafrate Construction Company			
Nashville Construction Company			
Ajax Paving Industries, Inc.			
Asix Asphalt Paving LLC			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102269A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48130.

104. LETTING OF APRIL 04, 2008
 PROPOSAL 0804035
 PROJECT STUL 59441-89571
 LOCAL AGRMT. 08-5086
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2008

ENG. EST.
 \$ 434,278.20

LOW BID
 \$ 384,417.50

% OVER/UNDER EST.
 -11.48 %

0.60 mi of hot mix asphalt road reconstruction including cold milling, storm sewer improvements, concrete curb, gutter, and sidewalks, hot mix asphalt paving, and pavement markings on East Grove Street from Clay Street to Court Street, on West Oak Street from South Nelson Street to David Drive and on West South Street from South Baldwin Street to South Macomber Street in the city of Greenville, Montcalm County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Youngstrom Contracting, Inc.	\$ 384,417.50	Same	1 **
CL Trucking & Excavating, LLC.	\$ 429,972.37	Same	2
Crawford Contracting, Inc.	\$ 484,267.94	Same	3
Nashville Construction Company	\$ 534,188.64	Same	4
Schippers Excavating, Inc.	\$ 555,605.65	Same	5
Bultema Brothers Road Contractors			
Eastlund Concrete Construction			
Central Asphalt, Inc.			
Milbocker and Sons, Inc.			
D.J. McQuestion & Sons, Inc.			
Fisher Contracting Company			
Dean's Landscaping & Excavating			
Perrin Construction Co., Inc.			
Central Michigan Contracting, Inc.			
Brenner Excavating, Inc.			
CJ's Excavating Septic Service			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89571A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48838.

105.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804036	\$ 368,855.00	\$ 349,708.00
	PROJECT HPSL 22043-102177		
	LOCAL AGRMT. 08-5064		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 25, 2008		-5.19 %

Gravel crushing and stockpiling on Leeman Road in Felch Township, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 349,708.00	Same	1 **
Smith Paving, Inc.	\$ 298,250.00	Same	WD
Northstar Crushing & Screening	\$ 364,398.00	Same	2
A. Lindberg & Sons, Inc.	\$ 572,160.00	Same	3
Bacco Construction Company			
Oberstar, Inc.			
Kamminga & Roodvoets, Inc.			
Champagne and Marx Excavating, Inc.			
Duffek Sand & Gravel, Inc.			
Musson Bros., Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102177A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49831.

106.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804037	\$ 330,001.10	\$ 307,999.10
	PROJECT SUG 82457-102596		
	LOCAL AGRMT. 08-5060		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2008		-6.67 %

Intersection pavement markings at 180 locations from Alexandrine Street to Van Dyke Street in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 307,999.10	Same	1 **
R.S. Contracting, Inc.	\$ 361,080.20	Same	2
Michigan Pavement Markings LLC			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for pavement marking at targeted locations under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102596A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48201.

107. LETTING OF APRIL 04, 2008
 PROPOSAL 0804038
 PROJECT STU 50458-102245
 LOCAL AGRMT. 08-5095
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST. \$ 335,128.23
 LOW BID \$ 311,561.67
 % OVER/UNDER EST. -7.03 %

0.66 mi of hot mix asphalt cold milling and resurfacing, earthwork, hot mix asphalt shoulders, concrete sidewalk and guardrail upgrades on Jefferson Avenue from Altman Road to M-29 in the city of New Baltimore, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 311,561.67	Same	1 **
Florence Cement Company	\$ 314,565.75	Same	2
Barrett Paving Materials, Inc.	\$ 315,601.00	Same	3
Pro-Line Asphalt Paving Corp.	\$ 319,724.60	Same	4
John Carlo, Inc.	\$ 328,958.25	Same	5
Pamar Enterprises, Inc.	\$ 333,379.15	Same	6
Cadillac Asphalt, LLC.	\$ 338,874.61	Same	7
Ace Asphalt & Paving Co.	\$ 356,263.85	Same	8
Astec Asphalt, Inc.			
Asix Asphalt Paving LLC			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102245A

Federal Highway Administration Funds	81.43 %
City of New Baltimore	18.57 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48047.

108. LETTING OF APRIL 04, 2008
 PROPOSAL 0804039
 PROJECT BRO 78010-83933
 LOCAL AGRMT. 08-5036
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2008

ENG. EST.
 \$ 310,296.00

LOW BID
 \$ 259,759.93

% OVER/UNDER EST.
 -16.29 %

Remove existing structure and construct a prestressed concrete box beam bridge along with related approach work on Longnecker Road over Little Portage Creek in Mendon Township, St. Joseph County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 259,759.93	Same	1 **
Davis Construction, Inc.	\$ 272,887.15	Same	2
Nashville Construction Company	\$ 295,621.50	Same	3
E.T. MacKenzie Company	\$ 309,264.07	Same	4
S.L. & H. Contractors, Inc.	\$ 313,375.53	Same	5
J.E. Kloote Contracting, Inc.	\$ 333,587.69	Same	6
Heystek Contracting Inc.	\$ 336,049.50	Same	7
L.W. Lamb, Inc.			
Northern Indiana Construction Co.			
J. Slagter & Son Construction Co.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83933A	
St Joseph County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Zip Code: 49072.

Zip Code: 49242.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48226.

111. LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
PROPOSAL 0804042	\$ 254,644.50	\$ 275,221.50
PROJECT STU 19400-100168		
LOCAL AGRMT. 08-5058		% OVER/UNDER EST.
START DATE - JULY 07, 2008		
COMPLETION DATE - AUGUST 22, 2008		8.08 %

1.33 mi of cold milling and hot mix asphalt paving, storm sewer, drainage structure, and aggregate shoulder construction on West State Road from DeWitt Road to US-127BR, Clinton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 275,221.50	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 279,069.00	Same	2
Aggregate Industries-Central Region	\$ 298,509.00	Same	3
Asix Asphalt Paving LLC			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100168A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48820.

112.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804043	\$ 254,260.00	\$ 160,853.72
	PROJECT STH 70609-100372		
	LOCAL AGRMT. 08-5020		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 31, 2008		-36.74 %

Upgrade traffic and pedestrian signals at 47 intersections countywide, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 160,853.72	Same	1 **
Tri-Master, Inc.	\$ 182,048.00	Same	2
Windemuller Electric, Inc.	\$ 191,498.00	Same	3
Trans Tech Electric, L.P.	\$ 203,591.60	Same	4
J. Ranck Electric, Inc.	\$ 238,028.83	Same	5
Severance Electric Co., Inc.	\$ 241,098.90	Same	6
Allstate Electric, Inc.	\$ 244,093.00	Same	7
Motor City Electric Utilities Co.	\$ 294,539.42	Same	8
J R Howell Airport Lighting LLC	\$ 312,043.82	Same	9
Metropolitan Power & Lighting, Inc.			
DVT Electric, Inc			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100372A

Ottawa County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49424.

113.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804044	\$ 241,824.01	\$ 281,751.93
	PROJECT STH 82609-80553		
	LOCAL AGRMT. 08-5079		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 30, 2008		16.51 %

Install pedestrian crosswalk pavement markings, crossing signs, and pavement markings at pedestrian bridges at 54 various locations in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Severance Electric Co., Inc.	\$ 281,751.93	Same	1 **
Alpha Electric, Inc.	\$ 298,617.55	Same	2
J. Ranck Electric, Inc.	\$ 307,025.74	Same	3
Motor City Electric Utilities Co.	\$ 311,677.72	Same	4
Rauhorn Electric, Inc.	\$ 315,959.20	Same	5
Posen Construction, Inc.	\$ 317,708.22	Same	6
Metropolitan Power & Lighting, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

80553A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48216.

114. LETTING OF APRIL 04, 2008
 PROPOSAL 0804046
 PROJECT EDDF 74555-35451
 LOCAL AGRMT. 08-5062
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 07, 2008

ENG. EST.
 \$ 210,000.00

LOW BID
 \$ 195,381.50

% OVER/UNDER EST.
 -6.96 %

3.27 mi of hot mix asphalt overlay and aggregate shoulders on Marlette Road from the east city limits of Marlette easterly to Germania Road, Sanilac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Albrecht Sand & Gravel Co.	\$ 195,381.50	Same	1 **
Saginaw Asphalt Paving Company	\$ 233,110.00	Same	2
Pyramid Paving & Contracting Co.	\$ 233,346.00	Same	3
Astec Asphalt, Inc.	\$ 278,030.00	Same	4
John Carlo, Inc.	\$ 296,786.55	Same	5

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

35451A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.
Selection: Low bid.
Zip Code: 48453.

115.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804047	\$ 169,092.50	\$ 174,559.92
	PROJECT STL 16031-35288		
	LOCAL AGRMT. 08-5072		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2008		3.23 %

0.43 mi of hot mix asphalt road rehabilitation, base correction, drainage improvements, and slope restoration on Trowbridge Road from the Wolverine south village limit northerly to West Branch Sturgeon River bridge, Cheboygan County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 174,559.92	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 183,049.85	Same	2
Tri-County Excavating	\$ 186,172.50	Same	3
Payne & Dolan, Inc.	\$ 191,650.00	Same	4
Bolen Asphalt Paving, Inc.	\$ 196,509.90	Same	5
M & M Excavating Co., Inc.	\$ 199,119.10	Same	6
Cordes Excavating, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

35288A			
Federal Highway Administration Funds	80.00	%	
State Restricted Trunkline Funds	20.00	%	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49799.

116.	LETTING OF APRIL 04, 2008 PROPOSAL 0804048 PROJECT STL 52083-83284 LOCAL AGRMT. 07-5588 START DATE - 10 days after award COMPLETION DATE - JULY 18, 2008	ENG. EST. \$ 163,897.00	LOW BID \$ 176,651.00 % OVER/UNDER EST. 7.78 %
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2.60 mi of overband crack fill, double chip seal and pavement markings on County Road 550 from the LSI railroad tracks northerly to Sugar Loaf in the township of Marquette, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scott Transportation, Inc.	\$ 176,651.00	Same	1 **
Fahrner Asphalt Sealers, LLC.	\$ 185,334.18	Same	2
Michigan Pavement Solutions LLC			
Superior Chip Sealing & Maintenance			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83284A

Marquette County	26.00 %
Federal Highway Administration Funds	59.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49855.

117. LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
PROPOSAL 0804052	\$ 1,052,676.80	\$ 893,913.60
PROJECT STUL 27430-89564		
LOCAL AGRMT. 08-5092		% OVER/UNDER EST.
START DATE - JUNE 09, 2008		
COMPLETION DATE - AUGUST 30, 2008		-15.08 %

0.68 mi of hot mix asphalt road reconstruction including concrete curb, gutter, and sidewalk ramps, watermain, hot mix asphalt paving, and pavement markings on Alfred Wright Boulevard from Lime Street to McLeod Avenue in the city of Ironwood, Gogebic County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ross Peterson Construction	\$ 893,913.60	Same	1 **
Angelo Luppino, Inc.	\$ 973,487.31	Same	2
A-1 Excavating, Inc.	\$ 979,786.23	Same	3
Snow Country Contracting, Inc.	\$ 991,864.32	Same	4
MJO Contracting, Inc.	\$ 1,029,986.12	Same	5
Bacco Construction Company	\$ 1,119,929.57	Same	6
Hebert Construction Company	\$ 1,135,255.20	Same	7
A. Lindberg & Sons, Inc.			
Oberstar, Inc.			
Musson Bros., Inc.			
Northeast Asphalt, Inc.			
Smith Paving, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89564A

Federal Highway Administration Funds	57.51 %
City of Ironwood	28.12 %
State Restricted Trunkline Funds	14.37 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49938.

118. LETTING OF APRIL 04, 2008
 PROPOSAL 0804053
 PROJECT STU 41401-101466
 LOCAL AGRMT. 08-5040
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 08, 2009

ENG. EST.
 \$ 1,530,595.50

LOW BID
 \$ 1,465,404.50

% OVER/UNDER EST.
 -4.26 %

0.30 mi of hot mix asphalt road reconstruction including concrete curb, gutter and sidewalk, drainage structures, storm sewer, sanitary sewer, watermain, hot mix asphalt paving, landscaping, and pavement markings on Lake Drive from Fulton Street to Abney Avenue in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nagel Construction, Inc.	\$ 1,465,404.50	Same	1 **
Georgetown Construction Company	\$ 1,470,266.00	Same	2
Dykema Excavators, Inc.	\$ 1,542,804.10	Same	3
Kentwood Excavating, Inc.	\$ 1,566,126.50	Same	4
Kamminga & Roodvoets, Inc.	\$ 1,608,210.40	Same	5
Diversco Construction Company Inc.	\$ 1,649,462.44	Same	6
Bond Construction Company	\$ 1,678,441.75	Same	7
Lodestar Construction, Inc.	\$ 1,772,231.00	Same	8
Schippers Excavating, Inc.	\$ 1,856,473.50	Same	9
Bultema Brothers Road Contractors			
Milbocker and Sons, Inc.			
Rohde Brothers Excavating, Inc.			
Wyoming Excavators, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

101466A

Federal Highway Administration Funds	50.15 %
City of Grand Rapids	37.32 %
State Restricted Trunkline Funds	12.53 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49503.

119. LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
PROPOSAL 0804066	\$ 1,157,481.94	\$ 1,059,934.01
PROJECT STU 41401-102199, ETC		
LOCAL AGRMT. 08-5087		% OVER/UNDER EST.
START DATE - JUNE 15, 2008		
COMPLETION DATE - OCTOBER 03, 2008		-8.43 %

2.25 mi of hot mix asphalt road resurfacing and reconstruction on Spaulding Avenue from Cascade Road to Fulton Street and on Cascade Road from Burton Street to Thorncrest Drive, Kent County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,059,934.01	Same	1 **
Michigan Paving & Materials Co.	\$ 1,062,695.82	Same	2
Aggregate Industries-Central Region	\$ 1,264,776.60	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102199A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
102201A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49546.

120.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804067	\$ 37,516.00	\$ 40,788.05
	PROJECT STH 72609-84956		
	LOCAL AGRMT. 08-5037		% OVER/UNDER EST.
	START DATE - AUGUST 04, 2008		
	COMPLETION DATE - NOVEMBER 01, 2008		8.72 %

Flashing beacon and traffic signal upgrades at 7 various locations, Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 40,788.05	Same	1 **
J R Howell Airport Lighting LLC	\$ 40,938.04	Same	2
Strain Electric Company	\$ 46,520.96	Same	3
Severance Electric Co., Inc.			
Tri-Master, Inc.			
Rauhorn Electric, Inc.			
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

84956A

Roscommon County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48653.

121.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804068	\$ 491,662.40	\$ 412,497.14
	PROJECT STU 50458-102308, ETC		
	LOCAL AGRMT. 08-5105		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 15, 2008		-16.10 %

0.31 mi of concrete pavement removal and full-depth concrete pavement repairs, concrete pavement, earthwork, signal work, and guardrail upgrading on Masonic Boulevard from I-94 to the east city limits of Roseville and from Gratiot Avenue to Little Mack, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Major Cement Company	\$ 412,497.14	Same	1 **
Florence Cement Company	\$ 418,433.29	Same	2
L Squared Construction, LLC.	\$ 449,564.54	Same	3
Abbott Construction, Inc.	\$ 479,503.55	Same	4
Kelcris Corporation	\$ 564,959.92	Same	5
Snowden, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102308A	
Federal Highway Administration Funds	79.85 %
City of Roseville	0.19 %
State Restricted Trunkline Funds	19.96 %
102309A	
Federal Highway Administration Funds	79.63 %
City of Roseville	0.46 %
State Restricted Trunkline Funds	19.91 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48066.

122. LETTING OF APRIL 04, 2008
 PROPOSAL 0804069
 PROJECT EDDF 38555-90031
 LOCAL AGRMT. 08-5054
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2008

ENG. EST.	LOW BID
\$ 1,612,285.66	\$ 1,417,832.95
% OVER/UNDER EST.	
	-12.06 %

1.15 mi of pavement removal, aggregate base, sewers, hot mix asphalt resurfacing, and watermain on West Michigan Avenue from the east village limits to the west village limits of Grass Lake, Jackson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Concord Excavating & Grading, Inc.	\$ 1,417,832.95	Same	1 **
Michigan Paving & Materials Co.	\$ 1,442,873.16	Same	2
Bailey Excavating, Inc.	\$ 1,516,683.51	Same	3
Hoffman Bros., Inc.	\$ 1,573,819.40	Same	4
ABC Paving Company	\$ 1,627,934.34	Same	5
C & D Hughes, Inc.	\$ 1,636,801.69	Same	6
Aggregate Industries-Central Region	\$ 1,754,672.23	Same	7
Fonson, Inc.	\$ 1,792,794.81	Same	8
Barrett Paving Materials, Inc.	\$ 1,881,063.47	Same	9
E.T. MacKenzie Company			
Fisher Contracting Company			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

90031A

Federal Highway Administration Funds	42.21 %
Village of Grass Lake	46.64 %
State Restricted Trunkline Funds	11.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49240.

123. LETTING OF APRIL 04, 2008
 PROPOSAL 0804070
 PROJECT STU 23403-90022
 LOCAL AGRMT. 08-5102
 START DATE - JUNE 09, 2008
 COMPLETION DATE - OCTOBER 15, 2008

ENG. EST. \$ 1,554,139.00
 LOW BID \$ 1,252,636.74
 % OVER/UNDER EST. -19.40 %

0.51 mi of hot mix asphalt, pavement removal, sand subbase, aggregate base, concrete curb, gutter, sidewalk ramps and drive approaches, storm sewer, sanitary sewer, and watermain on Edwards Street from Jenne Road to M-100 (Clinton Street) in the city of Grand Ledge, Eaton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & D Hughes, Inc.	\$ 1,252,636.74	Same	1 **
Bailey Excavating, Inc.	\$ 1,284,998.40	Same	2
Kamminga & Roodvoets, Inc.	\$ 1,300,310.20	Same	3
Cadwell Brothers Construction Comp	\$ 1,311,156.76	Same	4
L.J. Construction, Inc.	\$ 1,345,073.08	Same	5
Milbocker and Sons, Inc.	\$ 1,419,629.54	Same	6
Aggregate Industries-Central Region	\$ 1,614,018.97	Same	7
E.T. MacKenzie Company	\$ 1,634,557.22	Same	8
DeAngelis Landscape, Inc.			
Balkema Excavating, Inc.			
Nashville Construction Company			
Fisher Contracting Company			
Robert Bailey Contractors, Inc.			
Fonson, Inc.			
Hoffman Bros., Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

90022A

Federal Highway Administration Funds 60.20 %

City of Grand Ledge 39.80 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48837.

124.	LETTING OF APRIL 04, 2008 PROPOSAL 0804071 PROJECT HPSL 22043-102568 LOCAL AGRMT. 08-5110 START DATE - AUGUST 18, 2008 COMPLETION DATE - OCTOBER 31, 2008	ENG. EST. \$ 889,759.46	LOW BID \$ 815,649.70
			% OVER/UNDER EST.
			-8.33 %

7.18 mi of aggregate base conditioning, hot mix asphalt paving, guardrail and pavement marking on Leeman Road from County Road 581 (Norway Lake Road) westerly to Lerza Road, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 815,649.70	Same	1 **
Bacco Construction Company	\$ 863,744.56	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102568A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49831.

125. LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
PROPOSAL 0804073	\$ 649,929.75	\$ 523,934.08
PROJECT EDDF 44555-89984		
LOCAL AGRMT. 08-5113		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 05, 2008		-19.39 %

0.80 mi of hot mix asphalt cold milling and surfacing including pavement and joint repair, concrete curb and gutter replacement, storm sewer, guardrail, sidewalk ramps, signing and pavement markings on Dryden Road from the west village limit of Metamora easterly to Blood Road, Lapeer County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Astec Asphalt, Inc.	\$ 523,934.08	Same	1 **
Ace Asphalt & Paving Co.	\$ 527,478.65	Same	2
Ajax Paving Industries, Inc.	\$ 535,706.03	Same	3
Cadillac Asphalt, LLC.	\$ 546,806.63	Same	4
Barrett Paving Materials, Inc.	\$ 570,263.89	Same	5
John Carlo, Inc.	\$ 570,867.71	Same	6
Lois Kay Contracting Co.	\$ 574,557.72	Same	7
Florence Cement Company	\$ 583,739.53	Same	8
Pyramid Paving & Contracting Co.	\$ 604,443.62	Same	9
Saginaw Asphalt Paving Company			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89984A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48455.

126. LETTING OF APRIL 04, 2008
 PROPOSAL 0804074
 PROJECT STUL 52423-89567
 LOCAL AGRMT. 08-5098
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2008

ENG. EST.
 \$ 540,657.50

LOW BID
 \$ 505,449.15

% OVER/UNDER EST.
 -6.51 %

1.51 mi of hot mix asphalt road resurfacing including cold milling, drainage improvements, concrete sidewalk and ramps, hot mix asphalt paving and pavement markings on Prince Street from Baldwin Avenue to Everett Street, on East Main Street from McKenzie Avenue to Healy Avenue, on Division Street from East County Road to Rail Street, on West Water Street from US-41 to Teal Lake Avenue, and on Tracy Mine Road from East County Road easterly in the city of Negaunee, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 505,449.15	Same	1 **
Bacco Construction Company	\$ 519,414.64	Same	2
Smith Paving, Inc.	\$ 574,007.27	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89567A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49866.

127.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804075	\$ 912,460.31	\$ 736,018.08
	PROJECT STU 63459-102178		
	LOCAL AGRMT. 08-5107		% OVER/UNDER EST.
	START DATE - JUNE 16, 2008		
	COMPLETION DATE - AUGUST 30, 2008		-19.34 %

0.83 mi of road reconstruction including hot mix asphalt base crushing and resurfacing, sewer and drainage structure work, and concrete curb, gutter and sidewalks on Farmington Road from 13 Mile Road to north of Glenmuer Street in the city of Farmington Hills, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 736,018.08	Same	1 **
Ajax Paving Industries, Inc.	\$ 793,581.55	Same	2
Florence Cement Company	\$ 859,809.13	Same	3
John Carlo, Inc.	\$ 966,118.39	Same	4
Asix Asphalt Paving LLC			
Barrett Paving Materials, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102178A

City of Farmington Hills	19.94 %
Federal Highway Administration Funds	64.04 %
State Restricted Trunkline Funds	16.02 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48334.

128. LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
PROPOSAL 0804076	\$ 960,855.44	\$ 971,238.71
PROJECT CMG 63082-101445, ETC		
LOCAL AGRMT. 08-5106		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 01, 2008		1.08 %

0.79 mi of roadway reconstruction including hot mix asphalt pavement repairs, cold milling, resurfacing, concrete curb and gutter, sewer and drainage structure work, culvert extension, guardrail upgrades, signal upgrading and optimization on 14 Mile Road from Farmington Road northerly to Orchard Lake Road, and at the intersection of Gate House Lane (Pebble Creek Condominiums) in the city of Farmington Hills, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 971,238.71	Same	1 **
Ajax Paving Industries, Inc.	\$ 992,957.20	Same	2
Barrett Paving Materials, Inc.	\$ 1,155,910.79	Same	3
John Carlo, Inc.	\$ 1,182,990.81	Same	4
Peter A. Basile Sons, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

101445A		
Federal Highway Administration Funds	100	%
102181A		
City of Farmington Hills	0.24	%
Federal Highway Administration Funds	79.81	%
State Restricted Trunkline Funds	19.95	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48334.

129.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804077	\$ 242,110.18	\$ 224,558.61
	PROJECT STL 05042-58063		
	LOCAL AGRMT. 08-5073		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 31, 2008		-7.25 %

8.01 mi of overband crack fill, single chip seal, signing, and pavement marking on Alba Highway (C-42) from US-131 to north of Tunnel Road, Antrim County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Superior Chip Sealing & Maintenance	\$ 224,558.61	Same	1 **
Michigan Pavement Solutions LLC	\$ 235,491.92	Same	2
Fahrner Asphalt Sealers, LLC.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

58063A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49611.

130. LETTING OF APRIL 04, 2008
 PROPOSAL 0804078
 PROJECT BHT 46005-86427
 LOCAL AGRMT. 08-5056
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.
 \$ 683,507.15

LOW BID
 \$ 592,319.90

% OVER/UNDER EST.
 -13.34 %

Bridge substructure replacement with prestressed concrete I-beams, machine grading, slope protection, and related approach work on Bucholtz Highway over River Raisin, Lenawee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.W. Lamb, Inc.	\$ 592,319.90	Same	1 **
Milbocker and Sons, Inc.	\$ 627,818.05	Same	2
Posen Construction, Inc.	\$ 665,030.37	Same	3
Midwest Bridge Company	\$ 687,826.10	Same	4
S.L. & H. Contractors, Inc.			
J.E. Kloote Contracting, Inc.			
J. Slagter & Son Construction Co.			
E.T. MacKenzie Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86427A	
Lenawee County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 49238.

131. LETTING OF APRIL 04, 2008
 PROPOSAL 0804079
 PROJECT HPSL 69013-89440, ETC
 LOCAL AGRMT. 08-5118
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2009

ENG. EST. \$ 9,228,478.38
 LOW BID \$ 8,919,548.42
 % OVER/UNDER EST. -3.35 %

2.81 mi of hot mix asphalt road reconstruction including earthwork, storm sewer, concrete curb and gutter, traffic signal, permanent signs and 2 new bridge structures on I-75 from north of I-75BL northerly to south of M-32 and on northbound and southbound I-75 over Millbocker/McCoy Road, Otsego County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
M & M Excavating Co., Inc.	\$ 8,919,548.42	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 9,574,159.02	Same	2
Cordes Excavating, Inc.	\$ 9,753,111.75	Same	3
Elmer's Crane & Dozer, Inc.	\$ 9,784,342.14	Same	4
Rieth-Riley Construction Co., Inc.	\$ 11,753,895.62	Same	5
Bacco Construction Company			
Milbocker and Sons, Inc.			
Bolen Asphalt Paving, Inc.			
Fisher Contracting Company			
Hardman Construction, Inc.			
Champagne and Marx Excavating, Inc.			
L.W. Lamb, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102144A

Otsego County 20.00 %

Federal Highway Administration Funds 80.00 %

89440A

Otsego County 20.00 %

Federal Highway Administration Funds 80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49735.

132. LETTING OF APRIL 04, 2008
 PROPOSAL 0804080
 PROJECT STUL 39405-89461
 LOCAL AGRMT. 08-5122
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 22, 2008

ENG. EST. \$ 1,522,104.84
 LOW BID \$ 1,398,967.40
 % OVER/UNDER EST. -8.09 %

0.83 mi of hot mix asphalt reconstruction including pavement removal, sewer and drainage work, concrete curb and gutter, hot mix asphalt resurfacing, and traffic signal improvements on Mosel Avenue from North Westnedge Avenue easterly to the Kalamazoo River Bridge in the city of Kalamazoo, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Northern Construction Services, Co.	\$ 1,398,967.40	Same	1 **
Robert Bailey Contractors, Inc.	\$ 1,413,000.00	Same	2
Hoffman Bros., Inc.	\$ 1,415,609.23	Same	3
Balkema Excavating, Inc.	\$ 1,443,660.45	Same	4
Milbocker and Sons, Inc.	\$ 1,453,298.45	Same	5
Brenner Excavating, Inc.	\$ 1,492,883.65	Same	6
Peters Construction Co.	\$ 1,534,383.25	Same	7
Kamminga & Roodvoets, Inc.	\$ 1,539,340.84	Same	8
Bultema Brothers Road Contractors			
Fisher Contracting Company			
Nashville Construction Company			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89461A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49004.

133. LETTING OF APRIL 04, 2008
 PROPOSAL 0804081
 PROJECT STE 08015-100673
 LOCAL AGRMT. 08-5115
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 31, 2010

ENG. EST.	LOW BID
\$ 1,044,742.25	\$ 977,800.83
% OVER/UNDER EST.	
	-6.41 %

0.19 mi of hot mix asphalt resurfacing, concrete base paving, brick pavers, watermain, decorative street lighting and electrical work on Main Street from M-37 to Church Street in the village of Middleville, Barry County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 977,800.83	Same	1 **
Eastlund Concrete Construction	\$ 987,792.68	Same	2
Tri-Valley Landscaping, Inc.	\$ 1,000,983.40	Same	3
Schippers Excavating, Inc.	\$ 1,012,821.80	Same	4
Northern Construction Services, Co.			
Nagel Construction, Inc.			
Diversco Construction Company Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

100673A

Federal Highway Administration Funds	44.04 %
(Transportation Enhancement Funds)	
Village of Middleville	55.96 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 49333.

134.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804082	\$ 769,087.15	\$ 669,327.03
	PROJECT HPSL 61407-102538		
	LOCAL AGRMT. 08-5123		% OVER/UNDER EST.
	START DATE - JULY 05, 2008		
	COMPLETION DATE - AUGUST 31, 2008		-12.97 %

1.31 mi of hot mix asphalt road reconstruction including watermain, concrete curb, gutter, sidewalk and ramps, drainage structure adjustments, hot mix asphalt paving and pavement markings on Quarterline Road from Apple Avenue (M-46) to McArthur Road in the city of Muskegon, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 669,327.03	Same	1 **
Aggregate Industries-Central Region	\$ 732,237.76	Same	2
Rieth-Riley Construction Co., Inc.	\$ 759,058.60	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102538A

Federal Highway Administration Funds	72.29 %
City of Muskegon	9.63 %
State Restricted Trunkline Funds	18.08 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49443.

135. LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
PROPOSAL 0804083	\$ 1,978,246.50	\$ 1,640,891.07
PROJECT STE 29057-90261		
LOCAL AGRMT. 08-5104		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 26, 2008		-17.05 %

9.70 mi of hot mix asphalt path, grading, aggregate base, and 3 railroad structure rehabilitations at the west Gratiot County line near Riverdale easterly to Prospect Street in the city of Alma, Gratiot County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Central Asphalt, Inc.	\$ 1,640,891.07	Same	1 **
Michigan Paving & Materials Co.	\$ 1,771,941.42	Same	2
Lois Kay Contracting Co.	\$ 2,070,028.39	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

90261A

Gratiot County	20.00 %
Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48801.

136.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804084	\$ 890,772.39	\$ 799,801.80
	PROJECT BRT 52003-86403		
	LOCAL AGRMT. 08-5048		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2008		-10.21 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on County Road 581 at Middle Branch Escanaba River, Marquette County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 799,801.80	Same	1 **
Hebert Construction Company	\$ 854,607.83	Same	2
Snowden, Inc.	\$ 899,985.77	Same	3
Associated Constructors, LLC	\$ 905,109.34	Same	4
Bacco Construction Company			
Zenith Tech, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86403A

Marquette County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49849.

137. LETTING OF APRIL 04, 2008
 PROPOSAL 0804085
 PROJECT BRO 82013-86341
 LOCAL AGRMT. 08-5067
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2008

ENG. EST.
 \$ 770,572.40

LOW BID
 \$ 772,705.44

% OVER/UNDER EST.
 0.28 %

Bridge removal and replacement along with related approach work on Hix Road at Tonquish Creek in the city of Westland, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 772,705.44	Same	1 **
Dan's Excavating, Inc.	\$ 872,409.75	Same	2
Angelo Iafrate Construction Company	\$ 1,093,453.12	Same	3
S.L. & H. Contractors, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86341A

Federal Highway Administration Funds	79.83 %
State Restricted Trunkline Funds	14.97 %
City of Westland	5.20 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.
Selection: Low bid.
Zip Code: 48185.

138.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804086	\$ 614,500.00	\$ 576,919.50
	PROJECT STH 73609-78222, ETC		
	LOCAL AGRMT. 08-5117		% OVER/UNDER EST.
	START DATE - JUNE 09, 2008		
	COMPLETION DATE - AUGUST 28, 2008		-6.12 %

0.70 mi of hot mix asphalt cold milling and resurfacing, widening for left turn lane, earthwork, subbase, aggregate base, hot mix asphalt, storm sewer, traffic signal installation, sidewalks, curb and gutter removal and replacement, and safety upgrades on North Center Road from Shattuck Road to Maybrook Drive, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED
Tri-Valley Landscaping, Inc.	\$ 576,919.50	Same 1 **
CRS/Shaw Contracting Co.	\$ 598,859.62	Same 2
Rohde Brothers Excavating, Inc.	\$ 609,161.00	Same 3
L.J. Construction, Inc.	\$ 619,435.50	Same 4
Geiersbach Construction, Inc.	\$ 624,949.25	Same 5
Meylan Excavating, Inc.	\$ 632,871.05	Same 6
A. J. Rehmus & Son, Inc.	\$ 689,332.55	Same 7
Champagne and Marx Excavating, Inc.	\$ 689,765.21	Same 8
Ron Bretz Excavating, Inc.	\$ 724,012.63	Same 9
Lee Wood Contracting, Inc.	\$ 730,132.43	Same 10
Fisher Contracting Company	\$ 796,705.95	Same 11
3-S Construction, Inc.		
Saginaw Asphalt Paving Company		
Lois Kay Contracting Co.		

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102876A		
Saginaw County		18.15 %
Federal Highway Administration Funds		81.85 %
78222A		
Saginaw County		20.00 %
Federal Highway Administration Funds		80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48603.

139.	LETTING OF APRIL 04, 2008	ENG. EST.	LOW BID
	PROPOSAL 0804095	\$ 450,617.25	\$ 424,323.54
	PROJECT STL 60049-77961		
	LOCAL AGRMT. 08-5129		% OVER/UNDER EST.
	START DATE - JUNE 09, 2008		
	COMPLETION DATE - AUGUST 29, 2008		-5.84 %

0.80 mi of hot mix asphalt reconstruction including subgrade undercutting, subbase, aggregate base, culverts, signs, and pavement markings on County Road 487 from County Road 489 northerly to M-32, Montmorency County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 424,323.54	Same	1 **
Cordes Excavating, Inc.	\$ 426,069.11	Same	2
Katterman Trucking, Inc.	\$ 434,421.96	Same	3
D.J. McQuestion & Sons, Inc.	\$ 441,343.86	Same	4
M & M Excavating Co., Inc.	\$ 460,375.50	Same	5
Porath Contractors, Inc.	\$ 489,995.00	Same	6
Pyramid Paving & Contracting Co.			
Payne & Dolan, Inc.			
Bolen Asphalt Paving, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

77961A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49709.

140. LETTING OF APRIL 04, 2008
 PROPOSAL 0804096
 PROJECT EDDF 60555-51764, ETC
 LOCAL AGRMT. 08-5128
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2008

ENG. EST.
 \$ 1,213,210.00 \$ 957,897.50
 % OVER/UNDER EST.
 -21.04 %

6.59 mi of hot mix asphalt resurfacing including trenching, aggregate base, guardrail, signing, and pavement marking on County Road 612 from Fish Lab Road to County Road 487 and from Ann Arbor Road to Fish Lab Road, Montmorency County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 957,897.50	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 1,089,243.50	Same	2
Pyramid Paving & Contracting Co.	\$ 1,091,752.20	Same	3
Payne & Dolan, Inc.	\$ 1,143,302.00	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

51764A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
51830A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49756.

141.	LETTING OF APRIL 11, 2008 PROPOSAL 0804256 PROJECT STUL 47469-75325 LOCAL AGRMT. 08-5042 START DATE - APRIL 28, 2008 COMPLETION DATE - MAY 22, 2009	ENG. EST. \$ 2,345,361.95	LOW BID \$ 1,847,469.48	% OVER/UNDER EST. -21.23 %
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0.37 mi of hot mix asphalt reconstruction, concrete curb and gutter, storm sewer, watermain replacement, sanitary sewer, concrete sidewalk and landscape enhancement on Pinckney Road (County Road D-19) from I-96 westbound off ramp northerly to Pulford Street in the city of Howell, Livingston County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C & G Myers Construction, LLC	\$ 1,847,469.48	Same	1 **
Angelo Iafrate Construction Company	\$ 1,886,677.30	Same	2
Sunset Excavating, Inc.	\$ 1,905,148.98	Same	3
Fonson, Inc.	\$ 1,982,166.92	Same	4
C & D Hughes, Inc.	\$ 1,989,953.83	Same	5
L.J. Construction, Inc.	\$ 2,038,393.32	Same	6
Dan's Excavating, Inc.	\$ 2,046,457.51	Same	7
Zito Construction Co.	\$ 2,330,032.88	Same	8
Peter A. Basile Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Cadwell Brothers Construction Comp			
Aggregate Industries-Central Region			
Novak Construction			
Cadillac Asphalt, LLC.			
Rohde Brothers Excavating, Inc.			
Ajax Paving Industries, Inc.			
E.T. MacKenzie Company			
Tri-Valley Landscaping, Inc.			
Six-S, Inc.			
DeAngelis Landscape, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the reconstruction and widening of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

75325A

Federal Highway Administration Funds	55.86 %
(includes Transportation Enhancement Funds)	
City of Howell	44.14 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road construction with new lanes.

Selection: Low bid.

Zip Code: 48843.

EXTRAS

142. Extra 2008 – 024

Control Section/Job Number:	39024-86055	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.	
Contractor:	Kamminga & Roodvoets, Inc. 3435 Broadmoor Avenue SE Grand Rapids, MI 49512	
Designed By:	Parsons Brinckerhoff, Inc.	
Engineer's Estimate:	\$72,523,311.30	

Description of Project:

2.61 miles of freeway reconstruction and widening, ramp reconstruction, removal of portions of existing structures, replacing abutments, piers, and superstructures, 3 new bridges, placing slope protection, drainage, soundwalls, maintaining traffic, pavement markings and signing on I-94 from west of US-131 to east of Oakland Drive in the cities of Kalamazoo and Portage, Kalamazoo County. This project includes two 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	August 31, 2006	
Original Contract Amount:	\$67,890,986.19	
Total of Overruns/Changes (Approved to Date):	1,318,835.75	+ 1.94%
Total of Extras/Adjustments (Approved to Date):	532,389.87	+ 0.78%
Total of Negative Adjustments (Approved to Date):	(243,356.41)	-0.36%
THIS REQUEST	<u>2,941,764.00</u>	+ 4.33%
Revised Total	<u>\$72,440,619.40</u>	+ 6.69%

Offset Information

Total Offsets This Request	(\$2,081,720.00)	- 3.07%
Net Revised Request	860,044.00	+ 1.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.36% over the original budget for an **Authorized to Date Amount** of \$69,498,855.40.

Approval of this extra will place the authorized status of the contract 6.69% or \$4,549,633.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-102	12	\$121,313.17	08/07/07

Contract Modification Number(s): 22

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 22

Backfill, Select, VECP, MSE Wall	50,000.000 Cyd @ \$6.85/Cyd	\$342,500.00
Wire Faced MSE Wall, VECP, MSE Wall	52,000.000 Sft @ \$22.20/Sft	1,154,400.00
Styrofoam & Peastone, VECP, MSE Wall	35,000.000 Sft @ \$2.50/Sft	87,500.00
PVC Liner, VECP, MSE Wall	34,000.000 Sft @ \$1.00/Sft	34,000.00
Underdrain, Fdn, 6 inch, VECP, MSE Wall	4,000.000 Ft @ \$5.25/Ft	21,000.00
Underdrain, Outlet Ending, 6 inch, VECP, MSE Wall	18.000 Ea @ \$150.00/Ea	2,700.00
Superstructure Conc, VECP, MSE Wall	2,900.000 Cyd @ \$448.16/Cyd	<u>1,299,664.00</u>
Total		<u>\$2,941,764.00</u>

CM 22 Offset Information

Backfill, Structure, CIP	-27,000.000 Cyd @ \$6.00/Cyd	(\$162,000.00)
Pile, Steel, Furn and Driven, 12 inch	-24,840.000 Ft @ \$33.00/Ft	(819,720.00)
Pile, Steel, Furn and Driven, 14 inch	-25,000.000 Ft @ \$44.00/Ft	<u>(1,100,000.00)</u>
Total		<u>(\$2,081,720.00)</u>

Net Revised CM 22 Request

\$860,044.00

Reason(s) for Extra(s)/Adjustment(s):

The design for the reconstruction and widening of 7.2 miles and 17 bridges of I-94 at Kalamazoo was completed as six separate construction contracts in 2004. The total construction cost was estimated at \$234 million. This design completion was timed to allow the State of Michigan to leverage additional monies from the U.S. Congress for the State given the underway reauthorization of the 2003 six-year Federal Transportation Bill. The new bill was approved in 2005 and resulted in Michigan receiving \$40.8 million in High Priority Project funding for this project. Another \$28 million of federal, state, and local funds were identified and two contracts, covering 2.6 miles and 11 bridges, were put out to bid as a single project in August 2006.

During the 2006 construction season, the Michigan Department of Transportation evaluated the usage of a specialized bridge foundation type, i.e. mechanically stabilized earth (MSE) foundation on a project in Grand Rapids. This evaluation was finalized in late 2006 and early 2007, thereby missing any opportunity to re-design this Kalamazoo project to specify this foundation type prior to the August 2006 letting.

The bridge contractor awarded this project has experience in building MSE wall foundations (walls in the Metro Detroit area and the bridges at Grand Rapids) and therefore was determined capable of building a quality MSE bridge foundation. The contractor submitted an acceptable value engineering proposal requesting the change from the traditional footing/piling scheme to a MSE scheme, per the contract requirements.

It is now estimated that the project savings will amount to over \$3.4 million*. Once the total savings have been calculated, one-half of the total savings will be returned to MDOT and the other half paid to the contractor. Only four of the nine MSE scheme bridges have been completed to date, so the final quantities and final cost savings have yet to be determined.

The pay items for an MSE foundation were not included in the original contract resulting in the addition of seven new pay items (extras) amounting to an estimated \$2,941,764 for all nine bridges, though the new concrete pay item quantity only represents the quantity for the four completed bridges. The offsetting existing pay items have only been calculated for the four completed bridges and amounts to \$2,081,720.

The five remaining bridges will have similar savings and the Net Revised Request noted above in the amount of \$860,044 will be rescinded. The reason for requesting additional funding for this contract prior to knowing the final quantities and final costs is to allow payment to the contractor for the four completed bridges utilizing the seven new pay items which are being established as part of this extra.

*This amount is estimated based on an anticipated decrease in original work for \$6.4 million and adding new items to the contract for \$3.0 million.

Concurrence was received from the Geotechnical Services Section and FHWA on the change in the bridge foundations. The costs for the extra items included on the contract modification were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 27, 2008, meeting, and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 89.82%; State Restricted Trunkline, 8.99%; City of Portage, 0.96%; Village of Mattawan, 0.20%; City of Kalamazoo, 0.03%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49008, 49024.

143. **Extra 2008 - 45**

Control Section/Job Number: 73051-72911-2 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$1,087,172.99

Description of Project:

102.49 acres of wetland mitigation site including earth berm, controlled outfall, seeding and plantings on Curtis Road south side at the Bishop Road intersection at the Little Prairie Hunt Club, Saginaw County.

Administrative Board Approval Date:	December 6, 2005	
Contract Date:	December 22, 2005	
Original Contract Amount:	\$805,908.73	
Total of Overruns/Changes (Approved to Date):	357,011.20	+ 44.30%
Total of Extras/Adjustments (Approved to Date):	22,350.00	+ 2.77%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>76,955.97</u>	<u>+ 9.55%</u>
Revised Total	<u>\$1,262,225.90</u>	+ 56.62%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 47.07% over the original budget for an **Authorized to Date Amount** of \$1,185,269.93.

Approval of this extra will place the authorized status of the contract 56.62% or \$456,317.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Dewatering Site		\$10,095.97
Earth Excavation Wetland	12,000.000 Cyd @ \$5.50/Cyd	66,000.00
Stop Log Structure Cut Off Height		<u>900.00</u>
Total		<u>\$76,995.97</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 4

This project involved creating a wetland on approximately 102 acres of land in Saginaw County. The following three types of wetlands were created:

- Emergent
 - Emergent wetland's are more the typical wetlands, but may not have standing water for about a month depending upon rain events.
- Forested
 - Forested type of wetland is a wetland with trees, but usually will only have standing water for a month or so, depending upon the amount of rain received in the area.
- Scrub-Shrub
 - Scrub-Shrub is an area between the Forested Wetland and the Emergent Wetland. Usually this type of wetland will have standing water like the Forested, but slightly lower in elevation, and contains lower lying bushes and shrubs.

Within the entire 102 acres, only two low areas were created or designed similar to the Emergent type wetland to predominantly contain water.

In July of 2004, approximately 77 soil borings were completed on the property with depths of between 8 feet and 24 feet below ground surface. Within these 77 soil borings water was generally found around 8 feet below ground surface. When the contractor started working on the site in August of 2006, they encountered groundwater at about 2 feet below ground surface. With the water at 8 feet below ground surface both of the two deep excavations could have been substantially completed using a scraper. Also, a review of the weather indicated that when the contractor started in early August until the grading was completed near the end of September, the contractor lost 16 days due to rain. This unusual amount of rain contributed to the dewatering problems encountered on the site.

While completing the excavation for the wetland, an unusual amount of water was present at the site. The engineer directed the contractor to dewater the area so the work could continue. This water also caused the contractor to change the way they had to excavate some of the soils. The standard way to excavate this type of area would be to use scrapers to pick up a thin layer of soil and deposit it in a stock pile area. Due to the amount of water, scrapers could not be used. Even with the dewatering, the soils were still saturated; this required the contractor to excavate the soils using an excavator. This is a slower operation and it required the contractor to handle the soils one additional time. The extra cost for Dewatering Site and Earth Excavation Wetland is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The planned height of the stop log structure was too high to operate and had to be cut off in the field. The stop log structure is used to control the height of water in the wetland. The top of the structure needs to be accessible to adjust the height. The extra cost for Stop Log Structure Cut Off Height is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its March 27, 2008, meeting, and is now recommended for approval by the State Administrative Board on May 6, 2008, after being withdrawn from the April 1, 2008, State Administrative Board meeting.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48601.

144. **Extra 2008 - 064**

Control Section/Job Number: 25042-60479 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, MI 48328

Designed By: MDOT
Engineer's Estimate: \$16,000,843.38
Description of Project:

9.62 miles of concrete road reconstruction, shoulders, joints, drainage, guardrails, 15 structure rehabilitations and micro-surfacing on I-69 from M-13 to west of I-75 in the cities of Flint and Swartz Creek, Genesee County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year pavement performance warranty.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	April 27, 2007	
Original Contract Amount:	\$17,756,369.53	
Total of Overruns/Changes (Approved to Date):	2,288,489.24	+ 12.89%
Total of Extras/Adjustments (Approved to Date):	573,164.06	+ 3.23%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>232,078.22</u>	<u>+ 1.31%</u>
Revised Total	<u>\$20,850,101.05</u>	+ 17.43%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.12% over the original budget for an **Authorized to Date Amount** of \$20,618,022.83.

Approval of this extra will place the authorized status of the contract 17.43% or \$3,093,731.52 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-004	8, 10	\$416,578.03	1/15/08

Contract Modification Number(s): 13

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 13

Shoulder, CI II, 6", Modified, Spec

31,404.360 Syd @ \$7.39/Syd

\$232,078.22

Total**\$232,078.22****Reason(s) for Extra(s)/Adjustment(s):****CM 13**

The contractor requested to change the type of gravel from natural material to crushed concrete. The engineer agreed that crushed concrete could be used in the temporary gravel areas under the temporary paving. The engineer and contractor negotiated a reduction of \$0.56 per square yard to allow the contractor to use the material. When the project is complete and the final balancing contract modification is done, there will be an estimated offset of \$249,664.66 in the original pay item. The extra costs for Shoulder, CI II, 6", Modified, Spec were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the original pay item and similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 9.90%; City of Flint, 0.10%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the item in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48532.

145. **Extra 2008 - 065**

Control Section/Job Number: 26021-80432 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: M & M Excavating Co., Inc.
17 Old State Road
Gaylord, MI 49735

Designed By: MDOT
Engineer's Estimate: \$533,412.43

Description of Project:

0.25 miles of hot mix asphalt intersection safety improvements including intersection realignment, widening, and drainage improvements on M-61 at the Bard Road intersection, Gladwin County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	March 22, 2007	
Original Contract Amount:	\$468,479.45	
Total of Overruns/Changes (Approved to Date):	2,266.38	+ 0.48%
Total of Extras/Adjustments (Approved to Date):	17,486.38	+ 3.73%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>36,198.33</u>	<u>+ 7.73%</u>
Revised Total	<u>\$524,430.54</u>	+ 11.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.21% over the original budget for an **Authorized to Date Amount** of \$488,232.21.

Approval of this extra will place the authorized status of the contract 11.94% or \$55,951.09 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 14 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 14

Traffic Control Adjustment	1.000 LS @ \$36,198.33/LS	<u>\$36,198.33</u>
Total		<u>\$36,198.33</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 14**

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 26 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above and the special provision for minor traffic devices and flag control during an approved extension of time. Therefore, the cost for Traffic Control Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting, and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48624, Region-wide.

146. **Extra 2008 - 066**

Control Section/Job Number: 58033-75127 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.
Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd., Suite 100
Troy, MI 48084

Designed By: MDOT
Engineer's Estimate: \$11,401,167.21

Description of Project:

6.93 miles of hot mix asphalt cold milling and resurfacing, shoulder widening, drainage upgrades and extend ramp tapers, on US-23 northbound from Middle Branch Macon Creek to Plank Road, Monroe County. This project includes a 5-year materials and workmanship warranty.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	February 2, 2007	
Original Contract Amount:	\$11,722,433.05	
Total of Overruns/Changes (Approved to Date):	357,941.37	+ 3.05%
Total of Extras/Adjustments (Approved to Date):	6,988.09	+ 0.06%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>211,500.00</u>	<u>+ 1.80%</u>
Revised Total	<u>\$12,298,862.51</u>	+ 4.91%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.11% over the original budget for an **Authorized to Date Amount** of \$12,087,362.51.

Approval of this extra will place the authorized status of the contract 4.91% or \$576,429.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 7

Submersible Propeller Pump, Flygt/KSB (foreign)	3.000 Ea @ \$70,500.00/Ea	<u>\$211,500.00</u>
Total		<u>\$211,500.00</u>

CM 7 Offset Information

Submersible Propeller Pump, FPI, domestic -3.000 Ea @ \$117,200.000/Ea	<u>(\$351,600.00)</u>
Total	<u>(\$351,600.00)</u>

Net Revised CM 7 Request**(\$140,100.00)****Reason(s) for Extra(s)/Adjustment(s):****CM 7**

In addition to the work on the roadway, this project also included some work on a pump house. Due to the federal requirement for Buy American, the plans included pumps that were either foreign or domestic. To determine the low bidder on the project, the total bids are tabulated twice, once using the domestic pump and once using the foreign pump. The bid that includes the domestic pump will be used unless the total bid using the foreign pump is 25 percent less than the bid using the domestic pump.

On this project, the bid including the domestic pump was selected. After the project was awarded the contractor started to order the pumps from the domestic supplier. At this time, it was determined that the pumps were not the same as the pumps requested in the proposal. A company with a very similar name had taken over the company and the quality of the pumps came into question. Several meetings were held with the contractor, the Design Division, FHWA and the project office. It was determined that no other domestic pump company could meet the specifications needed for the pump station. The project office requested a waiver of the Buy American provision from the FHWA and they agreed. A foreign pump was selected at a cost savings to the project. The extra cost for Submersible Propeller Pump, Flygt/KSB (foreign) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with documentation submitted by the contractor and verified by the engineer on the manufacturer's costs. This item is also offset by a reduction of \$351,600 in original items noted above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48160.

147. **Extra 2008 - 067**

Control Section/Job Number: 70063-83686 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Nashville Construction Company
11205 Lawrence Hwy.
Nashville, MI 49073

Designed By: URS Corporation

Engineer's Estimate: \$1,288,523.05

Description of Project:

0.04 miles of intersection reconstruction, hot mix asphalt paving, concrete paving, storm sewer, and streetlights at the Randall Street and 68th Avenue intersection, Ottawa County.

Administrative Board Approval Date: May 15, 2007

Contract Date: June 7, 2007

Original Contract Amount: \$1,321,188.85

Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
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Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
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Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
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THIS REQUEST	<u>106,047.93</u>	<u>+ 8.03%</u>
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Revised Total	<u>\$1,427,236.78</u>	+ 8.03%
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SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,321,188.85.

Approval of this extra will place the authorized status of the contract 8.03% or \$106,047.93 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Non Haz Contaminated Mat'l Rem and Disp	3,491.710 Ton @ \$27.15/Ton	\$94,799.93
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Non Haz Contaminated Liquid Rem and Disp	8,000.000 Gal @ \$1.406/Gal	<u>11,248.00</u>
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Total		<u>\$106,047.93</u>
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Reason(s) for Extra(s)/Adjustment(s):**CM 1**

During excavation operations, on the east leg of Randall Street, soil was encountered that had a black color and a petroleum odor. The contractor stopped excavation operations until the soil could be tested for contaminants. The results indicated that the soil contained contaminants consistent with petroleum products and was classified as a non-hazardous contaminated soil. The engineer directed the contractor to remove the material to clay grade and dispose of it properly at a landfill. This extra covers excavation, removal, disposal and trucking. The extra cost for Non Haz Contaminated Mat'l Rem and Disp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index, and other contracts completed by the project office.

During sewer excavation operations, on the east leg of Randall Street, the contractor struck an unknown and unmarked concrete pipe. Black liquid and water, that had a petroleum odor, exited the pipe after it was struck. An environmental specialty company was called to remove the liquid and the surrounding soil. Samples were taken to test the liquid for contaminants. The contractor stopped excavation operations until the tests were complete. The results indicated that the material contained contaminants consistent with petroleum products. The engineer directed the contractor to remove the liquid and dispose of it properly. This item includes the cost to clean out and video tape the line. It also includes the cost to vacuum out the liquid and solid waste from the line and haul the material to a proper disposal facility. The extra cost for Non Haz Contaminated Liquid Rem and Disp was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction. It is based on the invoiced cost of having a specialty subcontractor perform this work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 62.61%; Ottawa County, 37.39%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49404.

148. **Extra 2008 - 068**

Control Section/Job Number: 79555-77754 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: M & M Excavating Co., Inc.
17 Old State Road
Gaylord, MI 49735

Designed By: R. S. Scott Associates, Inc.
Engineer's Estimate: \$1,489,790.79

Description of Project:

4.03 miles of road reconstruction with aggregate surface, culverts, and guardrail on Dodge Road from Shabbona Road northerly to Elmwood Road, Tuscola County.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	May 11, 2007	
Original Contract Amount:	\$1,184,420.31	
Total of Overruns/Changes (Approved to Date):	110,623.24	+ 9.34%
Total of Extras/Adjustments (Approved to Date):	64,593.86	+ 5.45%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>66,261.51</u>	<u>+ 5.59%</u>
Revised Total	<u>\$1,425,898.92</u>	+ 20.38%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.79% over the original budget for an **Authorized to Date Amount** of \$1,359,637.41.

Approval of this extra will place the authorized status of the contract 20.38% or \$241,478.61 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Embankment, CIP Beyond 125%		
Original Work Item	1,591.540 Cyd @ \$5.00/Cyd	\$7,957.70
Excavation, Earth Beyond 125%		
Original Work Item	8,833.910 Cyd @ \$6.60/Cyd	<u>58,303.81</u>
Total		<u>\$66,261.51</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 4**

Section 103.02.B of the 2003 Standard Specifications for Construction states, "If alterations or changes in quantities significantly change the character of the work under the contract...an adjustment, excluding anticipated profit, will be made to the contract." In this same section, number 2 indicates a significant change can be an increase in excess of 125 percent or decrease below 75 percent on a major item of work. Embankment, CIP and Excavation, Earth were determined to be major items of work on this contract and the final quantity is above 125 percent. The plans indicated a topsoil layer approximately 4 inches thick; it turned out to be between 8 and 18 inches thick. This caused an excess amount of topsoil that had to be hauled off site. It also left the amount of available embankment too low for the project; therefore, material had to be hauled into the site. The engineer agreed that this was a significant change and would allow the adjustment for the work that went beyond the 125 percent. The extra cost for Embankment, CIP Beyond 125% Original Work Item and Excavation, Earth Beyond 125% Original Work Item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for their increased costs.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting, and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 67%; State Restricted Trunkline, 33%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48726.

149. **Extra 2008 - 069**

Control Section/Job Number: 82022-49717 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: Parsons Brinckerhoff Michigan, Inc.
Engineer's Estimate: \$3,799,998.25

Description of Project:

Bridge removal and replacement with related approach work on Jefferson Avenue (S01 of 82-22-02) at Dequindre Cut in the city of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	May 12, 2005	
Original Contract Amount:	\$3,694,914.95	
Total of Overruns/Changes (Approved to Date):	118,699.91	+ 3.21%
Total of Extras/Adjustments (Approved to Date):	548,965.93	+ 14.86%
Total of Negative Adjustments (Approved to Date):	(6,084.65)	- 0.16%
THIS REQUEST	<u>4,174.62</u>	<u>+ 0.11%</u>
Revised Total	<u>\$4,360,670.76</u>	+ 18.02%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.91% over the original budget for an **Authorized to Date Amount** of \$4,356,496.14.

Approval of this extra will place the authorized status of the contract 18.02% or \$665,755.81 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-48	14, 15	\$247,637.74	04/03/07
2007-180	17 r. 1	\$70,000.00	12/04/07
2008-055	20	\$44,161.07	04/01/08

Contract Modification Number(s): 21

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 21

Contractor Staking Adjustment

\$4,174.62

Total**\$4,174.62****Reason(s) for Extra(s)/Adjustment(s):****CM 21**

Section 104.08.J of the 2003 Standard Specifications for Construction requires MDOT to adjust the pay item contractor staking when the final amount of the contract is above or below the original bid amount by five percent. Therefore, the cost for Contractor Staking Adjustment was determined to be a contract mandated extra cost, as outlined in Section 104.08.J of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting, and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 78.64%; State Restricted Trunkline, 14.74%; City of Detroit, 6/62%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

150. **Extra 2008 - 070**

Control Section/Job Number: 82053-58175 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: MDOT
Engineer's Estimate: \$12,363,181.91

Description of Project:

3.52 miles of hot mix asphalt cold milling and resurfacing, concrete patch work and overlay on US-24 (Telegraph Road) from south of Fordson Road northerly to Joy Road, and 7 structure rehabilitations in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 12, 2006	
Original Contract Amount:	\$14,700,952.70	
Total of Overruns/Changes (Approved to Date):	72,150.39	+ 0.49%
Total of Extras/Adjustments (Approved to Date):	354,048.15	+ 2.41%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>390,729.50</u>	<u>+ 2.66%</u>
Revised Total	<u>\$15,517,880.74</u>	+ 5.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.90% over the original budget for an **Authorized to Date Amount** of \$15,127,151.24.

Approval of this extra will place the authorized status of the contract 5.56% or \$816,928.04 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-032	7 r. 3	\$232,006.72	03/04/08

Contract Modification Number(s): 10

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 10

Bearing Elastomeric, 1 1/2", Special (Redesign) S01	27.400 Sft @ \$10.23/Sft	\$280.30
Prest Conc Box Beam, Erect, 27", Special (Redesign) S01	1,340.000 Ft @ \$64.00/Ft	85,760.00
Prest Conc Box Beam, Furn, 27", Special (Redesign) S01	1,340.000 Ft @ \$227.38/Ft	<u>\$304,689.20</u>
Total		<u>\$390,729.50</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 10**

The structure at southbound US-24 over Hines Drive was originally set up as a deck removal and replacement. Once the deck was removed, it was determined that the existing concrete box beams were too deteriorated to be used. The engineer discussed this with the Federal Highway Administration (FHWA) and the Metro Region office, and determined that the appropriate fix would be to remove the beams, part of the abutments, and part of the piers to accommodate an entirely new superstructure. The removal portion of this work was included on contract modification 7, which was previously approved. The extra contained on this contract modification is for the new beams and bearing pads on which the beams rest. The extra cost for Bearing Elastomeric, 1 1/2", Special (Redesign) S01; Prest Conc Box Beam, Erect, 27", Special (Redesign) S01 and Prest Conc Box Beam, Furn, 27", Special (Redesign) S01 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and when comparing similar contracts in the Metro Region.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting, and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.50%; State Restricted Trunkline, 15.82%; City of Dearborn Heights, 2.26%; SBC Communications, 0.37%; Detroit Edison Company, 0.05%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48128.

151. **Extra 2008 - 071**

Control Section/Job Number: 18555-78973 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: M & M Excavating Co., Inc.
17 Old State Road
Gaylord, MI 49735

Designed By: Wilcox Professional Services, LLC
Engineer's Estimate: \$1,653,650.10

Description of Project:

2.06 miles of hot mix asphalt road reconstruction including pavement removal, peat excavation, swamp backfill, and drainage improvements on Clare Avenue from Colonville Road northerly to Beaverton Road and on Surrey Road at the Clare Avenue intersection, Clare County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	March 20, 2007	
Original Contract Amount:	\$1,544,960.44	
Total of Overruns/Changes (Approved to Date):	159,878.56	+ 10.35%
Total of Extras/Adjustments (Approved to Date):	383,786.67	+ 24.84%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>42,239.70</u>	<u>+ 2.73%</u>
Revised Total	<u>\$2,130,865.37</u>	+ 37.92%

Offset Information

Total Offsets This Request	(\$15,840.00)	- 1.03%
Net Revised Request	\$26,399.70	1.71%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 35.19% over the original budget for an **Authorized to Date Amount** of \$2,088,625.67.

Approval of this extra will place the authorized status of the contract 37.92% or \$585,904.93 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-178	3	\$303,871.28	12/04/07
2008-047	6	\$35,815.99	04/01/08

Contract Modification Number(s): 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Embankment Special	15.870 Cyd @ \$10.00/Cyd	\$158.70
Pavt Mrkg, Type NR, Tape, 4", Yellow, Temp	382.000 Ft @ \$0.70/Ft	267.40
Structure Remove – Partial	1.000 Ea @ \$3,000.00/Ea	3,000.00
Culv End Sect. Conc, 48 inch	4.000 Ea @ \$2,200.00/Ea	8,800.00
Culv, Cl A, Conc, 48 inch	128.000 Ft @ \$158.25/Ft	20,256.00
Return/Restock Fee 54" Pipe and FES	1.000 LS @ \$2,407.60/LS	2,407.60
Culv, Other Than Pipe, Rem	1.000 Ea @ \$7,350.00/Ea	<u>7,350.00</u>
Total		<u>\$42,239.70</u>

CM 1 Offset Information

Culv End Sect, Conc, 54 inch	-4.000 Ea @ \$2,600.00/Ea	(\$10,400.00)
Culv, Cl A, Conc, 54 inch	-32.000 Ft @ \$170.00/Ft	<u>(5,440.00)</u>
Total		<u>(\$15,840.00)</u>

Net Revised CM 1 Request

\$26,399.70

Reason(s) for Extra(s)/Adjustment(s):

CM 4

The project was set up to use embankment for most of the backfill areas. In some of the areas the engineer determined that a granular or sand material would be a better backfill. The engineer directed the contractor to use this material in these areas. This item was set up on a previous contract modification and now represents the amount needed to date. This item is also partially offset by a \$26.18 reduction in the original item on a previous contract modification. The extra cost for Embankment Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contracts completed by the county.

The plans did not include temporary pavement markings between the different stages of work. The engineer determined that they would be needed and directed the contractor to place them. This item was set up on a previous contract modification and now represents the amount needed to date. The extra cost for Pavt Mrkg, Type NR, Tape, 4", Yellow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contracts completed by the county.

An old abandoned culvert was found on the project. The old 48-inch box culvert could not be seen until it was uncovered during the work. The engineer directed the contractor to remove the top of the culvert and fill it in so that it would not cause settlement issues later. The extra cost for Structure Remove - Partial was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contracts completed by the county.

The plans indicated that two of the 54-inch diameter cross-culverts needed to have the headwalls removed and the culverts extended. The contractors removed the headwalls and then determined that the existing culverts were not 54-inch diameter; but were actually 48-inch diameter. Upon further review, it was determined that the joint spacing and joint type were not typical and could not be easily connected using current culvert materials. It was also determined that the existing culverts were in a very deteriorated condition. The engineer directed the contractor to remove the culverts and replace them with new 48-inch diameter culverts. The extra cost for Culv End Sect. Conc, 48 inch and Culv, Cl A, Conc, 48-inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contracts completed by the county. These extras are partially offset by a reduction in original items noted above totaling \$15,840.

Due to the change noted above in the pipe size, the original 54-inch end sections and pipe had to be returned to the supplier. The supplier charged the contractor for restocking the item and now the contractor is requesting reimbursement of the restocking fees. The extra cost for Return/Restock Fee 54" Pipe and FES was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the invoice and handling charges to return the items. These extras are partially offset by a reduction in original items noted above totaling \$15,840.

The plans indicated that a 36-inch culvert had to be removed. When the work started, it was determined that it was not a 36-inch culvert but was a 48-inch box culvert. The engineer directed the contractor to remove the culvert. This item will be partially offset by a reduction in the original removal bid item when the contract is complete and balanced. The extra cost for Culv, Other Than Pipe, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contracts completed by the county.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting, and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 58%; State Restricted Trunkline, 21%; Clare County, 21%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48617.

152. **Extra 2008 - 072**

Control Section/Job Number: 25019-83864 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Hardman Construction, Inc.
242 South Brye Road
Ludington, MI 49431

Designed By: Rowe Inc.
Engineer's Estimate: \$2,006,988.00

Description of Project:

Remove and replace bridge along with related approach work on Beach Garland Street over Flint River in the city of Flint, Genesee County.

Administrative Board Approval Date:	June 20, 2006	
Contract Date:	June 29, 2006	
Original Contract Amount:	\$2,044,203.90	
Total of Overruns/Changes (Approved to Date):	(70,512.13)	- 3.45%
Total of Extras/Adjustments (Approved to Date):	122,070.77	+ 5.97%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>41,000.74</u>	<u>+ 2.01%</u>
Revised Total	<u>\$2,136,763.28</u>	+ 4.53%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.52% over the original budget for an **Authorized to Date Amount** of \$2,095,762.54.

Approval of this extra will place the authorized status of the contract 4.53% or \$92,559.38 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9, 10

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 9

Remove Sheeting	1.000 LS @ \$1,636.30/LS	\$1,636.30
Adjust Traffic Control Devices		5,923.44
Slope Repair	1.000 LS @ \$2,600.00/LS	2,600.00
Flowable Fill	10.000 Cyd @ \$145.00/Cyd	1,450.00
Masonry and Conc Structure, Rem	12.600 Cyd @ \$75.00/Cyd	945.00
Sewer Bulkhead, 18 inch	2.000 Ea @ \$315.00/Ea	630.00
Sewer Bulkhead, 24 inch	2.000 Ea @ \$370.00/Ea	740.00
Sewer, CI IV, 42 inch, Tr Det A	13.000 Ft @ \$477.00/Ft	<u>6,201.00</u>
Total		<u>\$20,125.74</u>

CM 10

Aggregate, 6A	37.000 Cyd @ \$60.00/Cyd	\$2,220.00
Pedestrian Railing – Special	143.500 Ft @ \$130.00/Ft	<u>18,655.00</u>
Total		<u>\$20,875.00</u>

Grand Total**\$41,000.74****Reason(s) for Extra(s)/Adjustment(s):****CM 9**

While working on the bridge, existing sheet piling was encountered that was not indicated on the existing plans and could not be seen in the field. The engineer directed the contractor to remove the sheeting so that the pier and north abutment could be completed. The extra cost for Remove Sheeting is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 225 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Adjust Traffic Control Devices was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

After the project was originally restored, an unusually heavy thunderstorm washed out a section of slope. The engineer directed the contractor to repair the slope; this repair was also requested by the County Soil Erosion Inspector. The extra cost includes all costs to return to the project, repair the washout and add gravel to an adjacent parking area to dissipate future flow. The extra cost for Slope Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on a review of the time, equipment and materials needed to complete the work.

An old vault was discovered while completing the approaches to the bridge. The engineer directed the contractor to fill in the vault with flowable fill. The extra cost for Flowable Fill was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed in the area.

Buried concrete was found near the southeast quadrant of the bridge. The engineer directed the contractor to remove the concrete so that the work on the bridge could be completed. The extra cost for Masonry and Conc Structure, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed in the area.

While completing the work on the bridge, four additional pipes were found that had to be bulkheaded. The engineer directed the contractor to bulkhead off the pipes. The extra cost for Sewer Bulkhead, 18-inch and Sewer Bulkhead, 24-inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed in the area.

While completing the work on the south abutment a 42-inch storm sewer was found. The engineer directed the contractor to remove and replace the pipe so that the work on the bridge could be completed. This included removing the existing pipe, replacement with a new pipe, maintaining flow and forming around the pipe. The extra cost for Sewer, Cl IV, 42 inch, Tr Det A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on a review of the time, equipment and materials needed to complete the work.

CM 10

The plans indicated that the cofferdam would need to be filled with a tremie concrete to keep the groundwater out. Once the excavation was completed on abutment b it was determined that the groundwater would not be a problem. The engineer directed the contractor to use 6A stone in the bottom of the excavation instead of tremie concrete. When the project is complete this item will be completely offset by a reduction in the concrete item. This item was set up on a previous contract modification and now represents the amount needed to date. The extra cost for Aggregate, 6A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed in the area.

The original plans called for existing railing along the river wall to be removed and replaced after construction. After the project was designed, the city adopted a new pedestrian railing standard. The Building Officials and Code Administrators determined that the railing should be replaced. The engineer directed the contractor to replace the railing with one that met the current standards. The extra cost for Pedestrian Railing - Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on a review of the time, equipment and materials needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 94.99%, City of Flint, 5.01%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48502.

153. **Extra 2008-073**

Control Section/Job Number: 26001-86243 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: John Henry Excavating, Inc.
1140 Henry Road
East Tawas, MI 48730

Designed By: Wade Trim Associates, Inc.
Engineer's Estimate: \$726,912.25

Description of Project:

Bridge removal and replacement along with related approach work on Lang Road at Middle Branch Tobacco River, Gladwin County.

Administrative Board Approval Date:	June 19, 2007	
Contract Date:	July 9, 2007	
Original Contract Amount:	\$634,385.75	
Total of Overruns/Changes (Approved to Date):	46,008.37	+ 7.25%
Total of Extras/Adjustments (Approved to Date):	15,120.00	+ 2.38%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>82,000.00</u>	+ 12.93%
Revised Total	<u>\$777,514.12</u>	+ 22.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.63% over the original budget for an **Authorized to Date Amount** of \$695,514.12.

Approval of this extra will place the authorized status of the contract 22.56% or \$143,128.37 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Force Account Due to Artesian Springs

1.000 LS @ \$82,000.00/LS

\$82,000.00**Total****\$82,000.00****Reason(s) for Extra(s)/Adjustment(s):****CM 5**

The contractor encountered water while completing the excavation for the footings. The flow of water continued and it was determined to be an artesian flow. This artesian flow was not indicated in the soil borings and therefore was determined to be a change in conditions. The engineer directed the contractor to control the water so that the bridge could be completed. Force account records were kept on the project and then used to negotiate a settlement of the final costs. The extra cost for Force Account due to Artesian Springs was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on a review of the force account records.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting, and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 79.87%; State Restricted Trunkline, 14.98%; Gladwin County, 5.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48612.

154. **Extra 2008 - 074**

Control Section/Job Number: 50011-87365 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Terry Asphalt Materials, Inc.
8600 Berk Blvd.
Hamilton, OH 45015

Designed By: MDOT
Engineer's Estimate: \$1,406,625.89

Description of Project:

7.09 miles of over band crack seal, bump removal, micro surfacing, pavement patching, curb and gutter repair and pavement marking installation on M-53 (Van Dyke Avenue) from M-102 north to 15 Mile Road in the cities of Warren, Centerline and Sterling Heights, Macomb County. This project includes a 2-year pavement performance warranty.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	March 13, 2007	
Original Contract Amount:	\$1,545,720.03	
Total of Overruns/Changes (Approved to Date):	(57,841.92)	- 3.74%
Total of Extras/Adjustments (Approved to Date):	82,400.00	+ 5.33%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>114,719.25</u>	<u>+ 7.42%</u>
Revised Total	<u>\$1,684,997.36</u>	+ 9.01%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.59% over the original budget for an **Authorized to Date Amount** of \$1,570,278.11.

Approval of this extra will place the authorized status of the contract 9.01% or \$139,277.33 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Dr Structure Cover	2,846.000 Lb @ \$1.10/Lb	\$3,130.60
Dr Structure Cover, Adj, Case 1	109.000 Ea @ \$940.00/Ea	102,460.00
Structure Force Account		9,128.65
Total		<u>\$114,719.25</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 4**

This project was set up to include micro surfacing the pavement. When completing this type of work the micro surfacing is usually thin enough that the drainage structure covers do not need to be adjusted. Once work started on this project it was determined that the existing drainage structure covers were already low and should be adjusted. The contractor proposed trying an adjustment ring so that the cover would not need to be removed, adjusted and then recast into place. The adjustment rings did not perform like they thought they should, so the engineer directed the contractor to remove the drainage structure cover, adjust the height to the proper level and replace the concrete around the structure. While removing some of the drainage structure covers, it was determined that they should be replaced; the engineer directed the contractor to replace these covers. The extra cost for Dr Structure Cover and Dr Structure Cover, Adj, Case 1 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The extra cost for Structure Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting, and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48092.

155. **Extra 2008 - 075**

Control Section/Job Number: 82061-60447 MDOT Project

State Administrative Board - This project exceeds the 6% for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Tetra Tech of Michigan, PC
Engineer's Estimate: \$7,323,849.33

Description of Project:

1.41 miles of hot mix asphalt reconstruction, drainage improvements, sidewalk, sanitary work, and water main work on US-12 (Michigan Avenue) from Heywood Street to Howe Road and intersection improvements from 4th Street to Howe Road in the City of Wayne, Wayne County. This project includes one 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 29, 2006	
Original Contract Amount:	\$6,845,786.46	
Total of Overruns/Changes (Approved to Date):	(701,417.81)	- 10.25%
Total of Extras/Adjustments (Approved to Date):	898,847.13	+ 13.13%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>64,641.09</u>	<u>+ 0.94%</u>
Revised Total	<u>\$7,107,856.87</u>	+ 3.82%

Offset Information

Total Offsets This Request	(\$5,950.00)	- 0.09%
Net Revised Request	\$58,691.09	0.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.88% under the original budget for an **Authorized to Date Amount** of \$7,043,215.78.

Approval of this extra will place the authorized status of the contract 3.82% or \$262,070.41 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-56	2 r. 1	\$697,036.30	04/03/07
2007-146	3 r. 1, 5 r. 1	\$96,207.09	10/02/07
2007-155	4, 7, 8, 9, 10, 11, 12 r.3, 13, 14 r.1, 15 r.2	\$97,210.89	11/06/07
2008-025	16 r. 3, 18 r. 1	\$2,547.85	02/05/08

Contract Modification Number(s): 19 r. 1, 20, 21, 22, 23, 24, 26, 27 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 19

Sanitary Conflict with Manhole 7 at Pershing St 1.000 LS @ \$11,017.03/LS \$11,017.03
Total **\$11,017.03**

CM 20

Concrete Tunnel Removal 1.000 LS @ \$793.33/LS \$793.33
Total **\$793.33**

CM 21

Bridge Strut Conflict Phase 3 1.000 LS @ \$950.14/LS \$950.41
Total **\$950.41**

CM 22

Water Main Repair at Sophia 1.000 LS @ \$1,651.43/LS \$1,651.43
Total **\$1,651.43**

CM 23

Kicks Karate Phase 3 Roof Drain Work 1.000 LS @ \$4,622.39/LS \$4,622.39
Total **\$4,622.39**

CM 24

Additional Driveway Grading at 3 Locations 1.000 LS @ \$1,164.48/LS \$1,164.48
Sod 540.850 Sft @ \$0.78/Sft 421.86
Sophia Bump Out Plan Error Correction 1.000 LS @ \$962.05/LS 962.05
Total **\$2,548.39**

CM 26

Joint, Contraction, Cp 3,768.000 Ft @ \$10.98/Ft \$41,372.64
Total **\$41,372.64**

CM 26 Offset Information

Joint, Contraction, C3p -3,500.000 Ft @ \$1.700/Ft (\$5,950.00)
Total **(\$5,950.00)**

Net Revised CM 26 Request **\$35,422.64**

CM 27

Partial Cleaning of Existing Sanitary of
Williams

1.000 Ea @ \$392.44/Ea \$392.44

Sanitary Extra Work West of Railroad

1.000 Ea @ \$1,293.03/Ea 1,293.03

Total

\$1,685.47

Grand Total

\$64,641.09

Reason(s) for Extra(s)/Adjustment(s):**CM 19**

While trying to install manhole 7 for the 30-inch storm sewer line, a conflict was found with a parallel 10-inch sanitary sewer. The engineer directed the contractor to build the lower portion of the manhole by hand working around the sanitary sewer. The extra cost for Sanitary Conflict with Man Hole 7 at Pershing St is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 20

There was a large concrete chamber tunnel under westbound US-12 at Sophia Street. This structure had to be removed because it protruded into the subbase portion of the pavement cross section. The extra cost for Concrete Tunnel Removal is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 21

While installing the storm sewer catch basin 3 the contractor encountered sheet piling and the strut associated with the railroad bridge. The engineer directed the contractor to install the catch basin while working around the items. The extra cost for Bridge strut conflict Phase 3 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 22

At the intersection of westbound US-12 and Sophia Street, an existing 6-inch water main broke a few hours after the contractor completed a water main tie. The inspector daily reports for the day did not indicate that the contractor was negligent in making the tie-in or that he used different construction practices. Due to the close proximity of the break to where the tie-in occurred, the City of Wayne and the contractor agreed to split the cost of the repair. The extra cost for Water main repair at Sophia is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the City of Wayne.

CM 23

The Kicks Karate roof drains were placed part width during Phase II. In Phase III construction, the contractor continued to place the drains across westbound US-12 towards the closest storm manhole. The drains were not included in the plans and were extra work requested by the City of Wayne. The extra cost for Kicks Karate Phase III Roof Drain Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the City of Wayne.

CM 24

Three driveways located on West Michigan Avenue required additional grading beyond the planned tie-in location to bring the driveway slopes within the standards. This additional grading was required due to some minor changes in the curb elevation during construction. The extra cost for Additional Driveway Grading at 3 Locations is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

To complete the sanitary sewer work an area of private property had to be used. This was due to the location of utilities in the area. The engineer directed the contractor to place sod on the disturbed area. The extra cost for the Sod was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to the time, equipment and materials required to complete the work.

An area indicated as sidewalk on the plans should have been shown with brick pavers. The engineer directed the contractor to remove the sidewalk and re-grade the area to allow the placement of the brick pavers. The extra cost for the Sophia Bump Out Plan Error Correction was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to the time, equipment and materials required to complete the work.

CM 26

According to MDOT Road Standard Plan R-39-P-B, the transverse contraction joints in the pavement should have been Cp joints. The designer set up C3p joints, which are only used for shoulder joints. The difference between the two joints is that the one in the roadway requires a load transfer device and the one in the shoulder does not. The engineer directed the contractor to place the correct joint. The extra cost for the Joint, Contraction, Cp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index. The extra cost is partially offset by a reduction of \$5,950 in the original items noted above.

CM 27

As part of the sanitary sewer installation the contractor was required to video tape the newly installed lines. When they tried to video tape the line crossing Williams Street they could not due the depth of water in the line. Upon further investigation, a blockage in the line was found off the project site and not associated with the construction. The engineer directed the contractor to clean out the line so the video taping could continue. The extra cost for the Partial Cleaning of Existing Sanitary as Williams was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

The contractor started to replace a section of sanitary sewer pipe on the west end of the project. The plans indicated a location for one of the manholes, but it could not be found in the field. The contractor did some exploratory trenching to locate the manhole. The designer indicated that the location of the manhole was based on as built plans from the city. The extra cost for Sanitary Extra Work West of Railroad is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its April 24, 2008 meeting, and are now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.99%; State Restricted Trunkline, 14.75%; City of Wayne, 15.26%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48184.

OVERRUNS

156. **Overrun 2008 - 09**

Control Section/Job Number: 73051-72911-2 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$1,087,172.99

Description of Project:

102.49 acres of wetland mitigation site including earth berm, controlled outfall, seeding and plantings on Curtis Road south side at the Bishop Road intersection at the Little Prairie Hunt Club, Saginaw County.

Administrative Board Approval Date:	December 6, 2005	
Contract Date:	December 22, 2005	
Original Contract Amount:	\$805,908.73	
Total of Overruns/Changes (Approved to Date):	80,590.87	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	22,350.00	+ 2.77%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>344,827.28</u>	+ <u>42.79%</u>
Revised Total	<u>\$1,253,676.88</u>	+55.56%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.77% over the original budget for an **Authorized to Date Amount** of \$908,849.60.

Approval of this overrun will place the authorized status of the contract 55.56% or \$447,768.15 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Earth Excavation – Wetland	63,518.330 Cyd @ \$4.27/Cyd	\$271,223.27
Topsoil Surface, Salv, 6 inch – Special	23,591.030 Cyd @ \$3.12/Cyd	<u>73,604.01</u>
Total		<u>\$344,827.28</u>

Reason(s) for Overrun(s):

This project involved creating a wetland on approximately 102 acres of land in Saginaw County. The following three types of wetlands were created:

- Emergent
 - An Emergent wetland is the more typical wetland, but may not have standing water for about a month depending upon rain events.
- Forested
 - A Forested wetland is a wetland with trees, but usually will only have standing water for a month or so, depending upon the amount of rain received in the area.
- Scrub-Shrub
 - A Scrub-Shrub is an area between the Forested Wetland and the Emergent Wetland. Usually this type of wetland will have standing water like the Forested, but slightly lower in elevation, and contains lower lying bushes and shrubs.

Within the entire 102 acres, only two low areas were created or designed similar to the Emergent type wetland to predominantly contain water.

In July of 2004, approximately 77 soil borings were completed on the property with depths of between 8 feet and 24 feet below ground surface. Within these 77 soil borings, water was generally found around 8 feet below ground surface. When the contractor started working on the site in August of 2006, they encountered groundwater at about 2 feet below ground surface. With the water at 8 feet below ground surface, both of the deep excavations could have been substantially completed using a scraper. Also, a review of the weather indicated that when the contractor started in early August until the grading was completed near the end of September, the contractor lost 16 days due to rain. This unusual amount of rain contributed to the dewatering problems encountered on the site.

The project was originally set up with 23,734 cubic yards of topsoil surface salvaging. The project required approximately 47,325 cubic yards at six inches thick. This overrun can be attributed to two issues; one is from a miscalculation by the designer. The other is due to a very wet condition on the project that required an area that had already had the topsoil surface placed to be re-graded. This area was re-graded due to an abundance of water in the areas that were supposed to be the deep areas of the project. When it was determined that the areas could not be excavated as deep as required without an extensive dewatering system, the engineer directed the contractor to relocate the deep areas to areas that were accessible. These areas had already been graded and had the topsoil replaced; therefore, the contractor had to remove the topsoil to excavate the areas and then replace the topsoil; in effect performing the operation twice. These two issues caused an overrun in the original bid item Topsoil Surface, Salv, 6 inch-Special.

The earth excavation item was miscalculated on the project. This may be partially due to the spacing used for the design and the soil borings that were completed. The design spacing used to calculate the amount of earth excavation was based on a 200-foot-by-200-foot grid. According to a special provision in the proposal, a 50-foot-by-50-foot grid should be used during construction, as required by the Michigan Department of Environmental Quality. The engineer directed the contractor to complete the work at the correct profiles so the wetland would operate correctly. This caused an overrun in the original bid item Earth Excavation, Wetland.

This Overrun was recommended for approval by the State Transportation Commission at its March 27, 2008, meeting and is now recommended for approval by the State Administrative Board on April 1, 2008.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunklines, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48601.

157. **Overrun 2008 - 13**

Control Section/Job Number: 11410-89698 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Michigan Paving & Materials Co.
2575 S. Haggerty Road, Suite 100
Canton, MI 48188

Designed By: Local Agency

Engineer's Estimate: \$489,753.25

Description of Project:

1.13 miles of clearing, hot mix asphalt crushing, shaping, and re-surfacing and drainage improvements on West River Road from US-12 to the Niles city limits, Berrien County.

Administrative Board Approval Date:	May 15, 2007	
Contract Date:	June 14, 2007	
Original Contract Amount:	\$435,377.85	
Total of Overruns/Changes (Approved to Date):	43,537.79	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	4,363.20	+ 1.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>57,241.16</u>	+ <u>13.15%</u>
Revised Total	<u>\$540,520.00</u>	+ 24.15%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.00% over the original budget for an **Authorized to Date Amount** of \$483,278.84.

Approval of this overrun will place the authorized status of the contract 24.15% or \$105,142.15 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Aggregate Base, Modified	2,997.000 Ton @ \$9.48/Ton	\$28,411.56
Slope Restoration, Type A	14,414.800 Syd @ \$2.00/Syd	<u>28,829.60</u>
Total		<u>\$57,241.16</u>

Reason(s) for Overrun(s):

The engineer directed the contractor to place an additional four inches of aggregate base on the project due to poor soil conditions. This caused an overrun in the original bid item Aggregate Base, Modified.

The plans had an error in the calculation for the slope restoration quantity. They indicated that only 1,900 square yards would be needed. The actual area that required slope restoration was closer to 19,000 square yards. The engineer directed the contractor to complete the slope restoration on all the required areas. This caused an overrun in the original bid item Slope Restoration, Type A.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85; Berrien County, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49127.

158. **Overrun 2008 - 14**

Control Section/Job Number: 39011-M50703-2 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Aggregate Industries-Central Region
911 Hatfield Avenue
Kalamazoo, MI 49001

Designed By: MDOT
Engineer's Estimate: \$443,115.52

Description of Project:

4.30 miles of hot mix asphalt shoulder rehabilitation on US-131 south of the St. Joseph/Kalamazoo County line northerly to south of the village of Schoolcraft, St. Joseph and Kalamazoo Counties.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 14, 2007	
Original Contract Amount:	\$382,770.82	
Total of Overruns/Changes (Approved to Date):	38,277.08	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>29,233.80</u>	+ <u>7.64%</u>
Revised Total	<u>\$450,281.70</u>	+ 17.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$421,047.90.

Approval of this overrun will place the authorized status of the contract 17.64% or \$67,510.88 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 13A	654.000 Ton @ \$44.70/Ton	<u>\$29,233.80</u>
Total		<u>\$29,233.80</u>

Reason(s) for Overrun(s):

After milling the existing shoulder, the existing Hot Mix Asphalt (HMA) and shoulder gravel were found to be in poor condition. Additional HMA, 13A was required to repair the poor areas that broke up prior to replacing the asphalt. This caused an overrun in the original bid item HMA, 13A.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunklines, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49087.

159. **Overrun 2008 - 15**

Control Section/Job Number: 41401-89322 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Aggregate Industries-Central Region
911 Hatfield Avenue
Kalamazoo, MI 49001

Designed By: Moore & Bruggink, Inc.
Engineer's Estimate: \$315,583.50

Description of Project:

0.80 miles of road resurfacing including cold milling, hot mix asphalt, pavement markings and sidewalk ramps on Prairie Street from Wilson Street to Wallace Street in the City of Grandville, Kent County.

Administrative Board Approval Date:	April 17, 2007	
Contract Date:	May 14, 2007	
Original Contract Amount:	\$287,300.60	
Total of Overruns/Changes (Approved to Date):	28,730.06	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	16,983.13	+ 5.91%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>19,470.00</u>	+ <u>6.78%</u>
Revised Total	<u>\$352,483.79</u>	+ 22.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.91% over the original budget for an **Authorized to Date Amount** of \$333,013.79.

Approval of this overrun will place the authorized status of the contract 22.69% or \$65,183.19 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Curb and Gutter, Rem	590.000 Ft @ \$8.00/Ft	\$4,720.00
Curb and Gutter, Conc, Det F6 Modified	590.000 Ft @ \$25.00/Ft	<u>14,750.00</u>
Total		<u>\$19,470.00</u>

Reason(s) for Overrun(s):

The city requested the removal of additional curb and gutter, which was in poor condition or did not drain properly. The engineer directed the contractor to remove and replace the curb and gutter. This caused an overrun in the original bid items Curb and Gutter, Rem and Curb and Gutter, Det F6 Modified.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; City of Grandville, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49418.

160. **Overrun 2008 - 16**

Control Section/Job Number: 81081-M60711 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: Causie Contracting, Inc.
201 Plains Road
Mason, MI 48854

Designed By: MDOT
Engineer's Estimate: \$388,129.54

Description of Project:

2.88 mi of concrete pavement repair on M-17 from east of Carpenter Road easterly to Summit Street in the City of Ypsilanti, Washtenaw County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 7, 2007	
Original Contract Amount:	\$320,897.77	
Total of Overruns/Changes (Approved to Date):	32,089.78	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>21,031.00</u>	+ <u>6.55%</u>
Revised Total	<u>\$374,018.55</u>	+ 16.55%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$352,987.55.

Approval of this overrun will place the authorized status of the contract 16.55% or \$53,120.78 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Repr, Nonreinf Conc, 10 inch	265.000 Syd @ \$55.00/Syd	\$14,575.00
Pavt Repr, Rem	269.000 Syd @ \$24.00/Syd	<u>6,456.00</u>
Total		<u>\$21,031.00</u>

Reason(s) for Overrun(s):

At the time construction commenced, additional repairs were warranted to provide a useful life of the project. Between the time of design and the beginning of construction work, the concrete pavement had deteriorated at a greater than expected rate. This caused an overrun in the original bid items Pavt Repr, Reinf Conc, 10 inch and Pavt Repr, Rem.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its April 24, 2008, meeting and is now recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunklines, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48197, 48198.

161. **Overrun 2008 - 17**

Control Section/Job Number: 84912-88476 MDOT Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: P.K. Contracting, Inc.
1965 Barrett
Troy, MI 48084

Designed By: MDOT
Engineer's Estimate: \$623,460.96

Description of Project:

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes, Cheboygan, Crawford, Emmet, Ogemaw, Otsego, and Roscommon Counties.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	February 22, 2007	
Original Contract Amount:	\$662,124.86	
Total of Overruns/Changes (Approved to Date):	66,212.49	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,278.00	+ 0.80%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>25,957.28</u>	+ <u>3.92%</u>
Revised Total	<u>\$759,572.63</u>	+ 14.72%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.80% over the original budget for an **Authorized to Date Amount** of \$733,615.35.

Approval of this overrun will place the authorized status of the contract 14.72% or \$97,447.77 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Mrkg, Modified Urethane, 4 inch, Yellow	48,976.000 Ft @ \$0.19/Ft	\$9,305.44
Pavt Mrkg, Longit, 6" or Less Width, Rem	48,976.000 Ft @ \$0.34/Ft	<u>16,651.84</u>
Total		<u>\$25,957.28</u>

Reason(s) for Overrun(s):

Due to concerns with standard waterborne pavement markings lasting through the winter in several locations, the engineer directed the contractor to change these locations to urethane pavement markings. To make this change, the existing pavement markings had to be removed prior to placing the urethane pavement marking. Since the contract already had the removal item and the urethane pavement marking item, these quantities just needed to be increased. This caused an overrun in the original bid items Pavt Mrkg, Longit, 6" or Less Width, Rem and Pavt Mrkg, Modified Urethane, 4 inch, Yellow.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on May 6, 2008.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49738.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
April 22, 2008

Kirk T. Steudle
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 30, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: May 6, 2008 - Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

EXTRA

1. **Extra 2008 - 058**

Control Section/Job Number:	41131-56887	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Six-S, Inc. 2210 Scott Lake Road Waterford, MI 48328	
Designed By:	MDOT	
Engineer's Estimate:	\$11,158,342.22	
Description of Project:	2.16 miles of concrete road widening, ramps, curb and gutter, joint repairs, storm sewer, culvert work and guardrail upgrades on US-131/I-296 from Pearl Street north to North Park Street and joint replacement and deck patching on 6 structures on US-131 northbound from Ann Street to North Park Street in the cities of Grand Rapids and Walker, Kent County. This project includes a 5-year materials and workmanship pavement warranty.	

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	December 14, 2006	
Original Contract Amount:	\$11,684,819.49	
Total of Overruns/Changes (Approved to Date):	180,700.96	+ 1.55%
Total of Extras/Adjustments (Approved to Date):	501,757.63	+ 4.29%
Total of Negative Adjustments (Approved to Date):	(37,433.14)	- 0.32%
THIS REQUEST	<u>324,570.10</u>	<u>+ 2.78%</u>
Revised Total	<u>\$12,654,415.04</u>	+ 8.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.52% over the original budget for an **Authorized to Date Amount** of \$12,329,844.94.

Approval of this extra will place the authorized status of the contract 8.30% or \$969,595.55 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 17

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 17

Conc Barrier, Double Face, Type A, Mod, 0-2'		
Adjustment	1,259.750 Ft @ \$27.00/Ft	\$34,013.25
Conc Barrier, Split, Type A, Special Adjustment	79.250 Ft @ \$26.00/Ft	2,060.50
Conc Barrier, Single Face, Type B Adjustment	11,121.350 Ft @ \$18.00/Ft	200,184.30
Curb and Gutter, Bridge Approach Adjustment	280.800 Ft @ \$2.00/Ft	561.60
Curb and Gutter, Conc, Det D1 Adjustment	803.700 Ft @ \$1.00/Ft	803.70
Divider, Nonreinf Conc, Type 1 Adjustment	937.640 Sft @ \$2.75/Sft	2,578.51
Mobilization, Max, Adjustment	1.000 LS @ \$30,000.00/LS	30,000.00
Sidewalk Ramp, ADA Adjustment	481.300 Sft @ \$1.50/Sft	721.95
Sidewalk, Conc, 4" Adjustment	663.780 Sft @ \$1.50/Sft	995.67
Valley Gutter, Conc Adjustment	13,500.160 Ft @ \$3.90/Ft	<u>52,650.62</u>
Total		<u>\$324,570.10</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 17

Prior to the start of the project, one subcontractor, selected by the prime contractor, lost their prequalification to work on MDOT projects. As this happened after the subcontractor had a contract with the prime contractor, the prime contractor was entitled to an adjustment in the subcontractor's items. The prime contractor submitted documentation indicating that they could not find another contractor to complete the work at the bid prices and, therefore, were entitled to the adjustment. This information has been reviewed by the engineer and they determined the prime contractor did put forth a good effort to locate a replacement subcontractor. The extra costs for the items on contract modification 17 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and deemed reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is resubmitted for approval by the State Administrative Board on May 6, 2008, after being withdrawn from the April 1, 2008, State Administrative Board meeting.

The following items were provided to the T&NR committee so that it could be re-submitted:

1. Provision by MDOT of a summary of extra costs to date and possible future costs for this subcontractor on other contracts;
2. Provision by MDOT of a summary of the penalties instituted against this subcontractor regarding this situation; and
3. Provision by MDOT of a plan of action and anticipated timeline for implementation to get new contract language into the standard road construction contracts.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 17.79%; City of Grand Rapids, 0.36%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49504.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
April 30, 2008

Kirk T. Steudle
Director

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of April 30, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held April 30, 2008, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Ms. Wolenberg and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON